

Message to the European Council, the European Parliament and the European Commission

The Public Transport Authorities of the European Metropolitan areas represented in EMTA commit themselves to:

- Raise awareness of decision-makers, operators and passengers on the necessity of achieving sustainable mobility so as to support economic growth of the metropolitan areas while enabling social inclusion ;
- Monitor progress made in the energy efficiency of the local transport systems ;
- Benchmark and disseminate best practices.

To achieve these goals, the Public Transport Authorities of the European Metropolitan areas represented in EMTA call for the support of European Council, European Parliament and European Commission, in particular:

- Whereas Transport Authorities know how to plan and do have in majority local transport plans, they do not have all capacity to make it work. Transport Authorities call for wider competencies embracing all aspects of mobility:
 - European Council, European Parliament and European Commission should encourage Member States to enable Transport Authorities through the appropriate regulatory framework, to draw such comprehensive mobility planning ;
 - European Commission should base its funding on the implementation of local transport plans/mobility plan.
- Ten years of activity in producing benchmarking studies and reviews on European best practices allowed EMTA to get a unique experience for collecting transport data¹ from European metropolitan areas. EMTA wants to stress that the choice of methodology for collecting data depends primarily on the selected objectives assigned to local policy measures which in turn reflect political choices made locally.

¹ EMTA « Barometer » last publication 2007

Political choices vary from one metropolis to another, hence not all indicators are relevant everywhere.

- European Council, European Parliament and European Commission should emphasize and stimulate exchange with a view to enhance knowledge;
 - European Commission must draw recommendations on which aspects have necessarily to be taken into account in evaluating efficiency of the transport system and disclose the corresponding EU-27 average score reached by related sets of indicators, in order to facilitate comparison ;
 - European Commission should take advantage of the opportunity provided by EMTA data collection², to organize on a large scale the dissemination of results from benchmarking activities. Only European Commission can afford the cost of disseminating information Europe wide ;
 - European Council, European Parliament and European Commission should enhance innovation and support related implementations by appropriate funding.
- Whereas Transport Authorities are recognized as key actors in the sustainable development of growing metropolitan areas, they cannot alone afford to face the financial challenge of significant improvement in the public transport systems, namely greener transports, higher capacity networks and expanded infrastructures, necessary to meet the growing population needs and achieve sustainable mobility.

Decentralization has been observed as the main trend in most Member States in the past years, however the decreasing authority of Central Governments has unfortunately been accompanied by a significant decrease in State funding. Devolution of competency in urban mobility to local authorities has not been associated with the corresponding financial capacity.

- European Parliament and European Commission must inform Member States on the emergency of the situation ;
- European Parliament and European Commission must stress the necessary financial involvement required at a significant level if Member States are to see their national commitment to combat climate change be achieved ;
- European Commission must support Metropolitan Areas through structural funds to Regions in their efforts to implement adequate transport policy measures ;
- European Council, European Parliament and European Commission should act as strong relay of Transport Authorities, in addressing European Investment Bank with the specific needs of metropolitan areas in appropriate financial schemes, to support expanding capacity of existing transport networks and developing new infrastructure and services.

² EMTA « Barometer » last publication 2007

- New ways for funding have been explored recently by Transport Authorities amongst EMTA members. Even if the level of participation of those new sources, considered separately, into financing the transport system diverges, their combined contribution to sustainable mobility is undeniable. Nonetheless, the uptake of specific measures yet depends on local regulation.
 - European Council, European Parliament and European Commission must encourage Member States to enable Transport Authorities to benefit from specific tax measures related to traffic such as fuel taxation, road pricing, congestion charging, traffic offences which revenues must be allocated to public transport ;
 - European Council, European Parliament and European Commission must encourage Member States to enable Transport Authorities to perceive a contribution from the economic sector that benefits from the transport system: employers, businesses, property owners.

- Notwithstanding the above limited and sporadic resources, significant investment subsidies are necessary in the coming years to expand capacity of services and extend infrastructures.
 - European Council, European Parliament and European Commission must call on Member States to take on their responsibility and fund at the appropriate level ambitious infrastructure schemes to reverse the negative impacts of climate change.

- Finally EMTA stresses the importance of the upcoming Action Plan on Urban Mobility and hope it will refer to the framework in the Strategic Research Agenda of the European Commission.
 - European Commission should support the Strategic Research Agenda coming out of the coordinated action of the EU Research forum for urban mobility, the EURFORUM project to which EMTA participated ;
 - European Commission, considering the built knowledge of EMTA members on supply and demand of collective mobility services that might be crucial to the development of urban transport, should involve EMTA-members in the promotion of a harmonious way of achieving data collection on the issue of passenger transport.

List of EMTA Members

AMSTERDAM	Stadsregio Amsterdam
BARCELONE	Autoritat del Transport Metropolità (ATM)
BERLIN	Verkehrsverbund Berlin Brandenburg (VBB)
BILBAO	Consortio de Transportes de Bizkaia (CTB)
BIRMINGHAM	West Midlands Passenger Transport Authority (CENTRO)
BRUSSELS	Ministère de la Région Bruxelles Capitale
BUDAPEST	Budapest Transport Association (BKSZ Kht)
CADIZ	Consortio Metropolitano de Transportes de la Bahia de Cadiz
COPENHAGEN	MOVIA
DUBLIN	Dublin Transportation Office (DTO)
FRANKFURT-RHEIN-MAIN	Rhein-Main Verkehrsverbund (RMV)
HAMBOURG	Hamburger Verkehrsverbund (HVV)
HELSINKI	Helsinki Metropolitan Area Council (YTV)
LONDON	Transport for London (TfL)
LYON	Syndicat des Transports de l'Agglomération Lyonnaise (SYTRAL)
MADRID	Consortio Regional de Transportes
MANCHESTER	Greater Manchester Passenger Transport Executive (GMPTE)
MILAN	Comune di Milano - Assessorato ai Trasporti e Mobilità
OSLO	Oslo Sporveier (OS)
PARIS	Syndicat des Transports d'Ile de France (STIF)
PRAGUE	Prague Transit Authority
SEVILLE	Consortio de Transportes del Area de Sevilla
SHEFFIELD	South Yorkshire Passenger Transport Executive (SYPTTE)
STOCKHOLM	AB Storstockholms Lokaltrafik
STUTTGART	Verband Region Stuttgart (VRS)
TURIN	Agenzia per la Mobilità Metropolitana
VALENCE	Entidad Publica de Transporte Metropolitano (eTM)
VIENNA	Verkehrsverbund Ost Region (VOR)
VILNIUS	Susisiekimo Paslaugos
WARSAW	Zarząd Transportu Miejskiego
