EDITORIAL

The 21st century will be the first urban century ever. During the next decade, the part of world population living in cities will reach the symbolic threshold of 50%. In the same time, people are increasing their awareness of environmental issues and foresee the upcoming shortage of fossil energy sources. Mobility demand and impacts on urban areas are then a growing concern for citizen and for decision makers.

In urban regions, particularly in dense areas, public transport provides the most efficient mobility solution regarding both energy consumption and scarce public space occupation. However, urban sprawling, generalisation of car ownership, especially in Eastern European countries, congestion and shortage of available public funds are leading to a decreasing attractiveness of public transport but paradoxically are stressing its vital importance for the wealth of our cities.

Transport Authorities in the recent years have been reinforced, accompanying a trend of decentralisation of responsibilities to regional and local political authorities, the opening of markets in several countries and with the generalisation of contracting with operating companies, that could become mandatory in the next years.

Transport Authorities in the future could play a growing role by implementing for instance the EU Urban Strategy through Sustainable Urban Transport Plans, by experiencing innovative sources of funding and by establishing narrow links with other aspects of mobility: on a short term with parking and road management policy and in the long term with land use planning.

EMTA is an association of 32 such authorities responsible for transport in European metropolitan areas.

This second edition of the Directory describes EMTA organisation and activities but further, aims at giving an overview of public transport authorities in Europe, describing their evolution, their environment and their undertakings.

The detailed presentations of EMTA 32 members don't necessarily allow direct comparisons, which is the purpose of EMTA Barometer, but demonstrate the huge variety of legal frameworks, of institutional organisations, of funding schemes and of responsibilities shared with political bodies and with operating companies.

I invite you to discover the European Transport Authorities, that aim at improving mobility conditions of more than 85 million citizen.

Jonathan Goldberg
Secretary General of EMTA

Here's our tram

David
Alstom Customer Director

Claire
Town Councillor

Tom
Student

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SUMMARY

■ **EDITORIAL** p.1

■ **EMTA** p.5

- Presentation of EMTA p.6
- Publications available on EMTA's website p.8

■ **SITUATION OF PUBLIC TRANSPORT IN THE EUROPEAN METROPOLITAN AREAS** p.11

- Challenges of public transport in the European metropolitan areas at the beginning of the 21st century p.12
- The setting up of strong public transport authorities: an answer to the challenges facing mobility in the European metropolitan areas p.17
- Funding of public transport systems in the European metropolitan areas p.22
- The duties of PTAs in the field of accessibility of public transport systems to people with reduced mobility p.26
- European policies in the field of local and regional transport p.30
- Main news about local and regional public transport in Europe in 2004/2005 p.32

■ **PRESENTATION OF THE PUBLIC TRANSPORT AUTHORITIES OF THE EUROPEAN METROPOLITAN AREAS** p.35

- Amsterdam (ROA) p.37
- Bahía de Cádiz (Consorcio Metropolitano) p.40
- Barcelona (ATM) p.43
- Berlin (VBB) p.46
- Bilbao (CTB) p.49
- Birmingham West-Midlands (Centro) p.52
- Brussels (Ministère de la région) p.55
- Dublin (DTO) p.57
- Frankfurt Rhein-Main (RMV) p.59
- Geneva (OTC) p.62
- Helsinki (YTV) p.64
- Lisbon (Autoridade Metropolitana de Transportes) p.67
- London (TfL) p.70
- Madrid (CRTM) p.73
- Manchester (GMPTE) p.76
- Milan (Comune) p.79
- Oslo (OS) p.81
- Paris Ile-de-France (STIF) p.83
- Prague (ROPID) p.86
- Rome (Comune) p.89
- Sevilla (CTS) p.91
- Stockholm (AB SL) p.94
- Valencia (eTM) p.96
- Vienna Eastern Austria (VOR) p.99
- Vilnius (SP) p.101
- Warsaw (ZTM) p.104
- Zurich (ZVV) p.107

Associate Members:

- Hamburg (HVV) p.109
- Stuttgart (VRS) p.112
- Associazione delle Città Italiane per la mobilità sostenibile p115.

rejoindre (un ami)

se ruer (au spectacle)

se déplacer (simplement)

ne pas attendre

courir (toute la semaine)

La ville est mouvement

gagner (du temps)

se bouger

s'activer

maîtriser (mon budget)

monter (descendre)

flâner

voyager (dans le confort)

lire, rêver, regarder

revenir

repartir

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EMTA

EUROPEAN METROPOLITAN TRANSPORT AUTHORITIES

PRESENTATION OF THE ASSOCIATION
OF EUROPEAN METROPOLITAN TRANSPORT AUTHORITIES (EMTA)

The association of European Metropolitan Transport Authorities (EMTA) was created in 1998 so as to form a venue for exchange of information and best practices between the public authorities responsible for planning, integrating and financing public transport services in the largest European cities. It now brings together 32 such authorities, responsible for improving the mobility conditions of some 85 million European city dwellers.

The activities of EMTA consist mostly in:

- **exchange of information between the Member authorities** through regular meetings, the pages reserved to the members on EMTA's website, and the quarterly letter of information EMTA News;
- **permanent assistance** by the secretariat general when the Members need information or advice;
- **information of the members** on the latest developments of transport issues at the European level;
- **research and benchmarking so as to improve the knowledge and competence of public transport authorities**. Working groups dedicated to accessibility of public transport systems to people with reduced mobility, quality measurement and monitoring, electronic ticketing and funding of public transport through land value capture have been set up. Surveys have been ordered and their conclusions are available on EMTA's website;
- **publication of a quarterly letter of information about the latest news of public transport in the European metropolitan areas. Edition of a Barometer of public transport** in the European metropolitan areas, summarising the main statistics about some 20 urban territories;
- **organisation of workshops and conferences on issues of common interest**: contracts in the field of public transport (Rome, Nov. 2000), missions and organisation of public transport authorities (Barcelona, Nov. 2001), co-ordination between transport and land use policies (Frankfurt, Oct. 2002), relationships with transport operating companies (Vienna, Feb. 2003), accessibility of public transport systems (Brussels, Nov. 2003), door to door services (London, Nov. 2004). The proceedings of these workshops are available on EMTA's website;

www.emta.com

- **representation and defense of the interests of public transport authorities** at the European and international levels;
- **adoption of common positions on issues of common interest** (draft European regulation on public service requirements, Green Paper on services of general interest).

The association is controlled by a board elected every two year by the general meeting of the members. The current board consists of:

- AB Storstockholms Lokaltrafik (AB SL) and Syndicat des Transports d'Ile-de-France (STIF) as Vice-Presidents;
- the Consorcio regional de Transportes de Madrid (CRTM) as President;
- Ministère de la Région de Bruxelles-Capitale as Treasurer.

The association is managed by a Secretary general placed under the authority of the President.

EMTA Members

ON 1ST JULY 2005

Metropolitan Area	Transport Authority	Population
AMSTERDAM	Regionaal Orgaan Amsterdam (ROA)	1,350,000
BARCELONA	Autoritat del Transport Metropolità (ATM)	4,482,600
BERLIN	Verkehrsverbund Berlin Brandenburg (VBB)	5,987,600
BILBAO	Consorcio de Transportes de Bizkaia (CTB)	1,145,700
BIRMINGHAM WEST MIDLANDS	West Midlands Passenger Transport Authority (Centro)	2,555,600
BRUSSELS	Ministère de la région de Bruxelles-Capitale	2,334,800
CADIZ	Consorcio Metropolitano de Transportes de la Bahia de Cadiz	1,000,000*
DUBLIN	Dublin Transportation Office (DTO)	1,535,000
FRANKFURT RHEIN-MAIN	Rhein-Main Verkehrsverbund GmbH (RMV)	5,256,900
GENEVA	Office des Transports et de la Circulation (OTC)	400,000
HELSINKI	Helsinki Metropolitan Area Council (YTV)	965,000
LISBON	Autoridade Metropolitana de Transportes	2,500,000
LONDON	Transport for London (TfL)	7,410,800
MADRID	Consorcio Regional de Transportes	5,423,400
MANCHESTER	Greater Manchester Passenger Transport Executive (GMPTE)	2,482,400
MILAN	Comune di Milano - Assessorato ai Trasporti e Mobilità	3,700,000
OSLO	Oslo Sporveier (OS)	800,000
PARIS ILE-DE-FRANCE	Syndicat des Transports d'Ile-de-France (STIF)	10,952,000
PRAGUE	Prague Transit Authority (ROPID)	1,663,100
ROME	Comune di Roma - Assessorato ai Trasporti	3,000,000
SEVILLA	Consorcio de Transportes del area de Sevilla	1,121,200
SHEFFIELD	South Yorkshire Passenger Transport Executive (SYPTE)	1,267,000
STOCKHOLM	AB Storstockholms Lokaltrafik (SL)	1,850,000
TURIN	Agenzia per la Mobilita Metropolitana	1,490,000
VALENCIA	Entidad Publica de Transporte Metropolitano (ETM)	1,562,300
VIENNA	Verkehrsverbund Ost-Region GmbH (VOR)	2,616,000
VILNIUS	Susiekimo Paslaugos	553,300
WARSAW	Zarzad Transportu Miejskiego (ZTM)	1,630,000
ZURICH	Zürcher Verkehrsverbund (ZVV)	1,223,100

* : in summer season

Associate Members

HAMBURG	Hamburger Verkehrsverbund (HVV)	3,260,700
STUTTGART	Verband Region Stuttgart (VRS)	2,530,000
	Associazione delle Città Italiane per la mobilità sostenibile	

PUBLICATIONS AVAILABLE ON EMTA'S WEBSITE

www.emta.com

- EMTA News, the quarterly letter of information of EMTA (21 issues since July 2000, with a summary of all articles released)

- EMTA Barometer of public transport in the European metropolitan areas

EMTA position papers

- Position of the transport authorities of EMTA on the Green Paper of the European Commission on services of general interest (July 2003)
- Expectations of the public transport authorities of the European large cities for the future of public transport (April 2003)
- Position of EMTA on the draft new European regulation on public service requirements and public service contracts in the field of passenger transport (March 2003)
- Charter of commitment of the transport authorities of the European metropolitan areas concerning the accessibility of public transport systems to people with reduced mobility (February 2003)
- Position of EMTA transport authorities on the proposal of the European Commission to harmonise taxation of commercial diesel fuel (December 2002)
- Position of EMTA on the White Paper of the European Commission on the Future of the European Transport Policy (December 2001)

EMTA workshops

- EMTA workshop on door to door services (London, November 2004)
- EMTA UITP workshop on contractual relationships between authorities and operators (Vienna, February 2003)
- EMTA workshop on "Transport and land use policies : what lessons for public transport authorities ?" (Frankfurt, October 2002)
- EMTA workshop on public transport authorities in the European metropolitan areas (Barcelona, November 2001)
- EMTA workshop on contracts between transport authorities and network operators (Rome, 23 November 2000)

EMTA surveys

- Door to door services provision in 13 cities of Europe (June 2004)
- Application of new technologies to provide information in public transport (November 2004)
- Contribution of the transport authorities of the European metropolitan areas to the research project of the European Commission on integration of public transport systems (June 2003)
- Survey on information of people with reduced mobility in the field of public transport (June 2003)
- Comparative survey on the funding of public transport in the European metropolitan areas (2001)
- Report on mobility in the European metropolitan areas (May 2000)

For EMTA Members only

- Contracts between EMTA transport authorities and operating companies (in English)
- Working documents of thematic working groups on accessibility, electronic ticketing and funding of public transport systems through land value capture
- Records of decisions of meetings

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SITUATION OF PUBLIC TRANSPORT IN THE EUROPEAN METROPOLITAN AREAS

CHALLENGES OF PUBLIC TRANSPORT
IN THE EUROPEAN METROPOLITAN AREAS AT THE BEGINNING OF THE 21ST CENTURY

Towards an urban world

75% of the European population now lives in urban areas, and this rate even reaches 80% in Western Europe[1]. Urban areas of more than 250,000 inhabitants account for one fourth of the population of our continent. Surveys of the Division of the population of the United Nations show that the fast urbanisation of Europe (+ 9% between 1980 and 1995) will go on at a pace of + 0.3% per year in average.

This trend can be regarded as a key opportunity. Urban areas are indeed the engines of economic development and of progress in society. Knowledge and the access to information will be the basis of wealth in the 21st century. Circulation of ideas and information is best achieved in cities, which have always been at the forefront of the transmission of knowledge and of technological innovations. The new technologies of information (Internet) haven't really changed that reality. Proximity and exchange are consubstantial with urban life. Cities are places where freedom (the medieval German saying that the air of city makes free is still true), tolerance, social blending, art creativity and emulation of all kinds can blossom. To put it in a nutshell, cities are places of civilisation.

© Johan Otto Von Spreckelsen

At the same time, the growth of urban areas can bring damages which public authorities have to cope with so as to provide sustainable urbanisation, and to enable cities to remain what they have always been: places where the quality of life is the best.

The harms are well known:

- damages to the quality of life and public health: extension of distances to the workplace, time spent in transport, road accidents (one third of the 40,000 people who die each year on the roads in the EU are killed in urban areas), breathing difficulties, psychological trouble and sleep disorders linked to noise, etc;

- economic unefficiency: the city focused on cars is sub-optimal in economic terms. Moreover, congestion which faces most cities is a source of economic waste;
- damage to the environment: air pollution, artificialisation of grounds, reduction of biodiversity;
- social segregation and creation of urban ghettos;
- damage of urban landscape with the monopolization of space - a rare and therefore precious resource – for traffic or parking;

Mobility issues lie at the core of these damages, and can be, provided that they are dealt with in an appropriate way, at the core of the solutions.

Public transport: at the service of a sustainable urbanisation

Public transport played a key role in the extension of urban areas in relation with the industrial revolution of the 19th century. The suburbs of most large cities have grown thanks to the fast extensions of tramways, metropolitan railways and suburban railways after 1830. The setting up of efficient public transport systems turned pedestrian cities, caracterised by a high compacity and density, into cities covering wider territories, although this spatial expansion didn't disrupt the urban organisation.

The fast growth in the use of the private car since 1950's has amplified this trend towards more spatial extension, and was regarded by some people as a universal solution to mobility problems. The private car was a symbol of freedom since it provided each one with door to door trips, and it was expected to replace progressively totally public transport.

However, the limits of this approach became progressively obvious and there has been a growing consensus since the 1970's on the necessity to keep high quality public transportation systems. But it is not easy to reverse such heavy trends. Between 1970 and 2000, the modal share of public transport

[1] *Source: Division of the population of the United Nations*

fell by 50% in average in Europe to reach around 16% of the total number of trips, while the share of the private car grew from 73.8 to 78.3 %[2].

The growth in car trips leads to a vicious circle: the more people own cars, the more they can settle away from city centres. As a result, they become even more dependent on their car, which keeps it very difficult to reverse the trend.

And yet, public transport systems have never been as useful as today, more especially in the case of metropolitan areas:

- public transport provides mobility for all, while the private car, although widespread as it can be, doesn't benefit to all the population. The freedom of movement which it brings depends on the age and the ability to run a car and to have sufficient means. Youngsters, elderly people, deprived persons, people suffering from a handicap, are generally excluded from the mobility provided by the private car ;
- only public transport is capable of carrying fast hundreds of thousands of persons, for example at peak hours;
- public transportation systems provide the best ratio of number of passengers carried on space consumption, and is therefore very well adapted to dense urban areas.

The very bad consequences of public transport disruptions illustrate better than long speeches how public transport are absolutely necessary for the viability of large urban areas.

Key success factors for the provision of high quality public transport systems

Public transport systems have a string potential of development over the coming years. To achieve this, they will have to provide an attractive alternative to the use of the private car.

The improvement of public transport will mean:

- **an increase in the provision of services and an adaptation to the new mobility needs:** people will only renounce using their car if they have at their disposal public transport services in sufficient quantity. This means a good service of the territory, large amplitudes of service, and a capacity in line with the demand. Demand responsive transport systems can open promising perspectives for the service of less dense territories and for night services.
- **a strong integration of networks,** so as to provide a seamless trip to passengers. This integration must cover the various transport companies of a given territory, as well as all the different public transport modes available. It must also include other transport means (private car, walking, cycling). Integration must be functional (networks are structured in a logical way), physical (no barrier from one mode to the other), and cover also fares and information.
- **an improvement in the quality of service.** Public transportation must provide a quality of service similar to that of private car, which has benefited largely of the technological progress of the past decades. The improvement of real time information, of regularity of services, of commercial speed, of comfort of waiting conditions and on-board, and of the level of accessibility to people with reduced mobility, are key factors. It is important to measure regularly the level of satisfaction of passengers so as to highlight the priorities for improvement.

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- **an attractive fare policy and a dynamic communication.** The social cost of public transport being lower than that of the private car, it should be cheaper for people to use public transport. Fare policy must take into account the financial capacities of people (youngsters, deprived people) and provide solutions to the specific mobility needs (trips with group of people, families). Besides, public transportation shall use communication and marketing tools so as to improve its image among people and thus compete on an equal basis with the private car, which can be seen everywhere in the media.
- **a strong focus on funding issues.** In most European cities, public transportation is not profitable without public subsidies. Fares enabling to

[2] *Source: EU Energy and Transport in figures, Statistical pocketbook 2002*

attract large numbers of passengers are usually inferior to the break even points of operating companies. It is therefore fundamental that public authorities agree to bring in public money, which can stem from overall public budget, or from dedicated resources. Internalisation of external costs of the private car, charging of road usage by private cars, funding of public transport projects through capture of land value, are promising ways. Public authorities must also see to it that the cost of operation of the networks for which they are responsible are reasonable, and that gains in productivity are chased by operators.

- **a co-ordination with policies of land planning and urban development,** so that the extensions of urban areas are compatible with public transport service. It is important to increase the density of territories well served by public transport systems, and to prevent developments attracting lots of people (business districts, commercial or leisure centres, major airports) from not being served by public transport.

The Finger plan in Copenhagen

The stakes for public transport authorities

Contrary to commercial sectors in which companies are free to define their strategies to meet the needs of customers, the field of public transport cannot be ruled only by market forces and calls for a strong involvement of public authorities. Public transport is indeed what can be defined as a service of general economic interest, that it to say that it meets requirements of the society as a whole, and that no one should be excluded from having access to it. Besides, the fact that this sector is, in most cases, not viable commercially without public money confirms that public authorities cannot ignore it.

The need for a strong involvement of public authorities

Public authorities have a key role to play in:

- the definition of the objectives of the policies of mobility. It is their responsibility to define what shall be the place of private cars in cities, what shall be the quantity and quality of the provision of public transport services, the level of accessibility of the services.
- the size of networks and the choice of transport modes to provide.
- the fare policy.
- the co-ordination of the policy in terms of public transport with regard to the other aspects of mobility issues (car traffic, parking, taxis, alternatives modes such as walking or cycling) and of public policies in general (land use planning, housing, etc.).

On these issues, authorities shall work closely with operating companies, which often have a strong technical expertise and can make interesting proposals, but the decision power shall remain in the hands of public authorities. This means that public authorities shall give themselves the human, technical, and financial means to develop their own expertise so as to be independent from companies.

The current trend that can be witnessed in most European countries leads to more devolution of powers from the central governments to local authorities for the organisation of local and regional public transport systems.

It is important that authorities responsible for organising public transport systems cover pertinent territories corresponding to the reality of the everyday trips of people. When several public authorities are concerned by mobility issues on a given pertinent territory, they should come together in a structure of co-ordination, like British PTAs, German Verkehrsverbund, French Syndicat mixtes and Spanish Consorcio de Transportes. This is a pre-requisite for the definition of an integrated policy of promotion of public transport.

The need for transparent and balanced relationships with transport companies

Contracts can be regarded as an interesting tool to manage relationships between authorities and companies in charge of operations. They enable to define clearly the responsibilities of each side and to determine the amount of public funds that shall be brought by the authority in exchange for the public service obligations imposed on the company. Contracts shall take into account the quality of service provided and contain incentives enabling to reward the company when it provides high quality services.

When public authorities own neither infrastructures nor rolling stock, they shall nonetheless ensure that these strategic assets are maintained in an appropriate way and meet the security and accessibility requirements.

If authorities decide to award contracts to companies from the market sector, the procedure shall be open, transparent and non-discriminatory.

The need for new sources of funds and for an optimisation of the money allocated to public transport systems

The necessary increase of the quantity and quality of public transport supply in urban areas will lead to a need of additional public money available, since it is not realistic to contemplate strong increases in fare levels. The authorities responsible for organising public transport systems have a direct responsibility in the search of new sources of funds an in the monitoring of production costs. They should also help operators reach high levels of efficiency through incentives and new technologies.

© RATP/Bruno Marguerite

Organising authorities must be at the forefront of the thoughts and alert national and supra-national authorities on the necessity to devise shortly new financial mechanisms. Unless this can happen, there is a strong threat that severe financial shortages will hurt lots of networks before the end of the decade.

The need for a pertinent level of subsidiarity

Although the responsibility for public transport organisation is mostly local, national and supra-national authorities also have a key role to play in the promotion of a sustainable urban mobility. The European Union, which has committed itself to reducing the emissions of greenhouse gases in the Kyoto protocol, cannot ignore the patterns of urban mobility, since this constitutes a potentially strong source of reduction of polluting exhausts. In the same way, issues such as the competition rules, transport infrastructure charging, safety of trips, to technical characteristics of vehicles (accessibility, energy consumption), and their standardisation, are in part of European interest.

The White Paper on the future European transport policy by 2010, released in 2001 by the European Commission, was a turning point in the understanding of the damages caused by the excessive use of the private car. However, this document doesn't focus enough on mobility problems in urban areas, where it is important to keep in mind that more than 75% of the European population live. The reference to the principle of subsidiarity and the fear to interfere with exclusive competences of more local authorities should not lead to forgetting that subsidiarity also means that it is the responsibility of authorities of higher level to reach the decisions which the lower levels cannot make.

The authorities responsible for public transport therefore expect from the European authorities and the national governments that they define more ambitious policies and commit more funds to the improvement of mobility conditions in the urban areas.

THE SETTING UP OF STRONG PUBLIC TRANSPORT AUTHORITIES:

AN ANSWER TO THE CHALLENGES FACING MOBILITY IN THE EUROPEAN METROPOLITAN AREAS

The organisation of public transport in the European large cities is a crucial, but very complex task

Public transport services are especially crucial in large cities since the high density of inhabitants and jobs makes space a very scarce resource. As a consequence, public transport, which is the most efficient mode of transportation in terms of space consumption per traveller, is the best answer to mobility needs in densely populated areas. Moreover, large cities suffer heavily from congestion and from the nuisances caused by the excessive use of private car, which affect the lives of thousands of people

Though public transport services are really necessary in this context, their organisation is very complex, since:

- Public transport networks of large cities are usually multi-modal, including railways. This means that there is a strong need of integration of the various modes. This integration should be both technical (organisation of interchanges), logical (what role is played by each mode, does one feed another ?, etc.) and concerning fares (i.e. same ticket valid for different modes, whose financial characteristics are very different).
- Services are often operated by several undertakings. This leads to a strong need of integration (schedule, fares, physical interchange, information, marketing, etc.).
- The responsibility for public transport organisation is shared between various public authorities (municipalities, metropolitan area, region and sometimes even national governments, especially in the case of capital cities).

When public transport services are not integrated, they cannot be competitive against private car. Indeed, one of the key strengths of the private car is its ability to provide a door-to-door, seamless service. Contrary to this, passengers of public transport often have to change of transport modes to reach their destinations in large cities. These interchanges must be organised in an easy and cheap way for the passengers if public transport is to provide a competitive alternative to the use of the private car.

The introduction of competition for the operation of services in most European countries since 20 years has created a new need for co-ordination of services. As shows the (bad) example of public transport organisation in the British large cities outside London, full deregulation of public transport services and the absence of strong PTAs only brings losses of quality of services and a fall in patronage

The creation of strong public transport authorities capable of organising and managing such complex systems has appeared in most European countries as the best answer to meet these new requirements.

Presentation of the PTAs of the European metropolitan areas

In the UK, the role of transport authorities has evolved greatly with the deregulation in 1986. Before, they used to operate services themselves. Now, their main mission is to plan services, own bus stops, award concessions for the building of new infrastructures (light rail), conclude quality partnerships with the private operators so as to improve the quality of services and fund concessionary fares.

In Germany, public operators were at the initiative of the

creation of structures of co-ordination of the networks ("Verkehrsverbund") in the 1980's. Then, the structures evolved to become real transport authorities. For example, the Frankfurter Verkehrsverbund (FVV), created in the 1970's an association of transport companies, was replaced in 1994 by the Verkehrsverbund Rhein-Main (RMV), which is formed by local authorities and buys services from operators. The most recent German PTA, the Verkehrsverbund Berlin-Brandenburg (VBB), was created in 1998 as an association of local authorities.

France has been used to PTAs since a law gave the responsibility of local transport organisation to local authorities in 1981. In Lyons for example, the SYTRAL (Syndicat des Transports du Rhône et de l'Agglomération Lyonnaise) brings together the metropolitan council of Lyons, comprising itself 55 municipalities, and the Rhone county.

It seems lastly that a Spanish model is currently appearing: the five main metropolitan areas now have PTAs bringing together the public authorities concerned by public transport: Consorcio de Transportes de Bizkaia in Bilbao, Consorcio de Transportes de Madrid, Autoritat del Transport Metropolita in Barcelona, Consorcio de Transportes del area de Sevilla and Entitat de Transport Metropolita in Valencia.

Characteristics of PTAs

The PTAs of the European metropolitan areas are rather recent structures: more than 2/3 of them were created after 1980. The process is not complete yet, as illustrate the current projects of setting up of new PTAs in several countries (Portugal, Italy).

The territory and population covered by PTAs differ greatly, with two "giants":

- Verkehrsverbund Berlin Brandenburg (VBB), which covers 30,000 km² (6 million people)
- Syndicat des Transports d'Ile-de-France (Paris), which organises public transport services for 11 million people (on 12,000 km²).

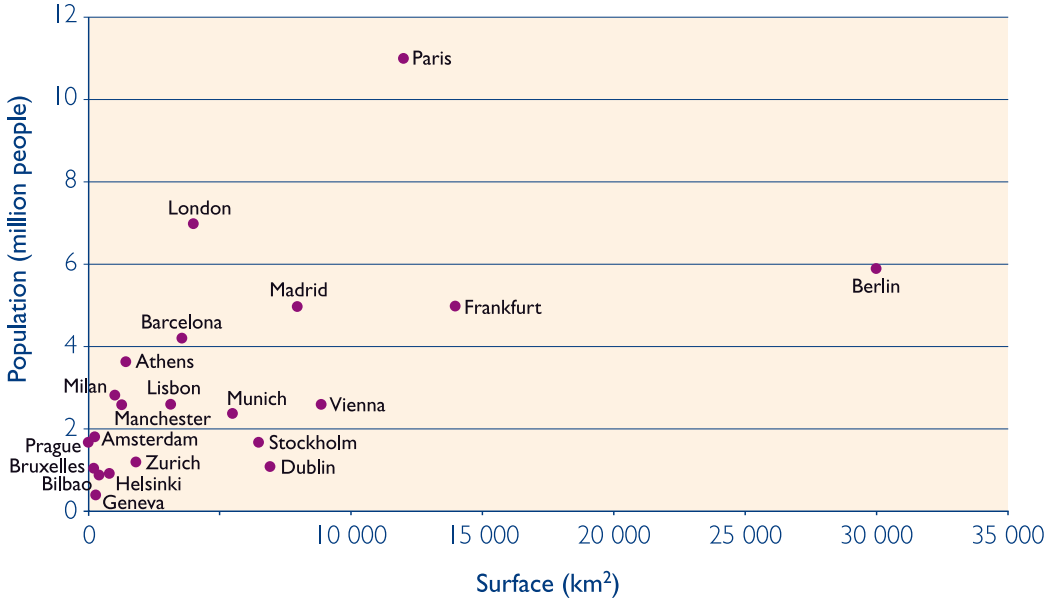
The number of operators which PTAs are supposed to co-ordinate differs a lot from one city to the other and ranges from less than five (Amsterdam, Brussels, Rome) to 100 or more (Paris, Frankfurt).

The staff of PTAs is also very variable and doesn't always illustrate the territorial or modal competence of the organisation (less than 30 in Barcelona and Zurich to several hundred in Stockholm and in the UK). Authorities which used to operate networks (Stockholm, UK) before focusing themselves on planning and co-ordination usually have much larger workforce than the authorities created ex nihilo to co-ordinate services (French, German and Spanish PTAs)

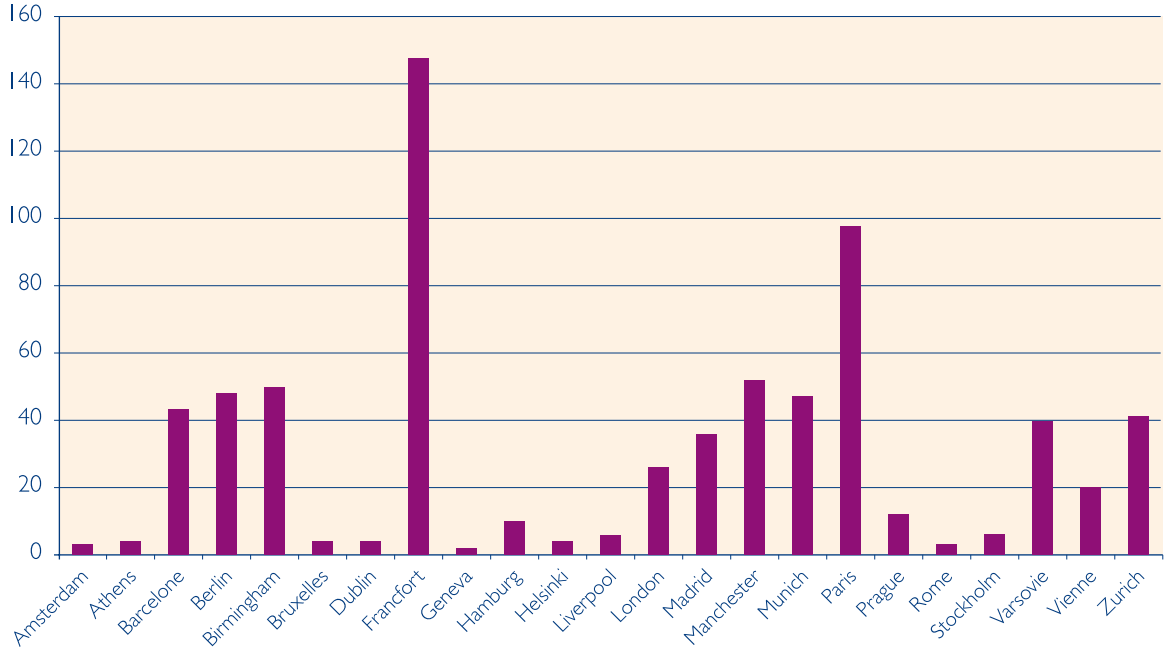
Metropolitan area	PTA	Date of creation	Metropolitan area	PTA	Date of creation
Amsterdam	ROA	1993*	**Madrid**	CRTM	1985
Athens	OASA	1977	**Manchester**	GMPTE	1968
Barcelona	ATM	1997	**Munich**	MVV	1975
Berlin - Brandenburg	VBB	1996	**Newcastle - Tyne and Wear**	Nexus	1968
Bilbao	CTB	1975**	**Paris - Ile-de-France**	STIF	1959
Birmingham - West Midlands	Centro	1986	**Prague**	ROPID	1993
Bremen - Niedersaschsen	VBN	1989	**Rhine - Ruhr**	VRR	1990*
Cologne - Rhein Sieg	VRS	1987	**Rome**	ATAC	2000*
Copenhagen	HUR	2000*	**Rotterdam**	Stadsregio	1995
Dublin	DTO	1995	**Sevilla**	CTS	2001
Frankfurt RheinMain	RMV	1994	**Sheffield - South Yorkshire**	SYPTE	1968
Glasgow - Strathclyde	SPT	1973	**Stockholm**	AB SL	1967
Gothenburg	Västtrafik	1999*	**Stuttgart**	VVS	1978
Hamburg	HVV	1996*	**Valencia**	eTM	2000
Helsinki	YTV	1996*	**Vienna - East Austria**	VOR	1984
Leeds - West Yorkshire	Metro	1985	**Vilnius**	SP	1998
Liverpool - Merseyside	Merseytravel	1968	**Warsaw**	ZTM	1992
London	TfL	2000	**Zurich**	ZVV	1990
Lyon	SYTRAL	1983			

** date of creation of the PTA under its current form and with its current responsibilities.*
*** original mission was the building of underground. Fare and service integration was first achieved in 2000.*

Description of European metropolitan PTAs



Number of transport operators in the European metropolitan areas



A declining role for national governments

In most European large cities, public transport networks are organised locally without any interference of national governments. This is always true in Germany, Italy, or the UK. Exceptions can however be found:

- in some capital cities, where national governments are often more involved than in other – although sometimes large as well – cities (Madrid vs Barcelona).
- in cities where transport networks are operated by national public companies (Paris, Athens)
- in centralised countries or countries with one single large city (Dublin, Athens)

Even in these cities, it should be noticed that there is a growing consensus in favour of more local decisions

for public transport. The most radical illustration is the creation in 2000 of Transport for London (TfL), an organisation in charge of mobility and more especially of public transportation, in the Greater London, and presided over by the Mayor of London. TfL replaced London Transport, which was under the responsibility of the British government (Department of Environment, Transport and the Regions).

Involvement of other stakeholders

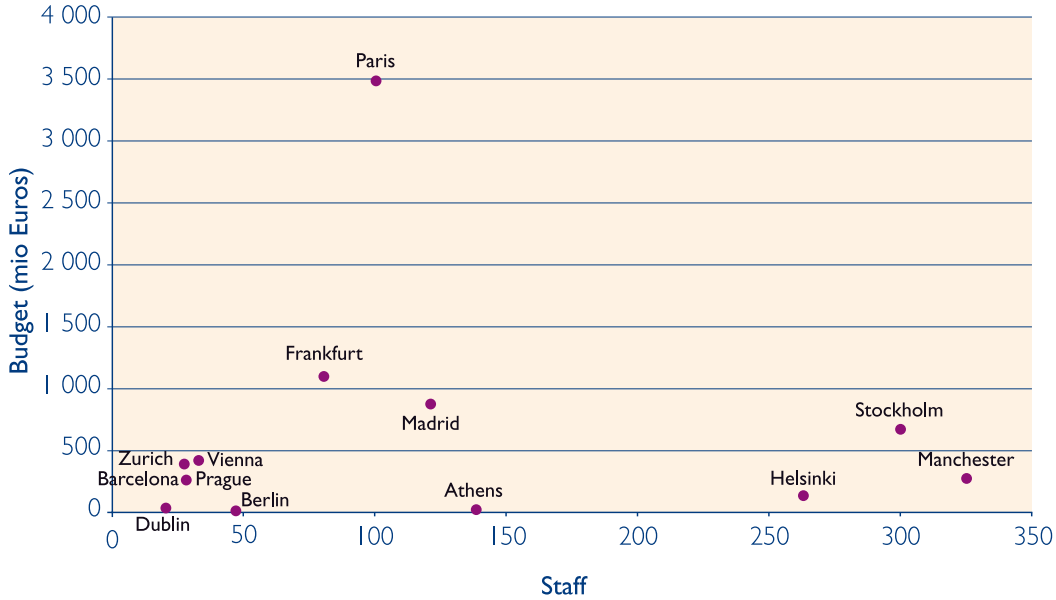
The progress of democracy and the need to improve the governance of public services leads to a greater involvement of all stakeholders in the organisation of public transport services: operating companies, user groups, trade unions, employers, etc. In Paris, a committee bringing together the "partners of public transport" was created in 2000. It is consulted by STIF before it reaches decisions concerning investments, fare policy and the quality of services. In London, a "London Transport Users Committee" can express opinions on the policies carried out by TfL. In Liverpool, the PTA Merseytravel is advised by a "Women's Forum", which was established so as to ensure that women, who are the main users of public transport, have the opportunity to influence its future shape. In Madrid, CTM has gone even further since workers' unions, operators and customers' association are full members of its board.

Some strong differences in the financial resources

The budgets of PTAs are very different from one city to the other: from a few million Euros to more than 3 billion Euros for the largest PTA (Paris). This can be explained by the differences of missions between PTAs and by the different cost-coverage ratios in the cities, which mean different levels of public subsidies. For example, in Paris, STIF gathers all public subsidies granted to public transport, while in some other cities, PTAs only pay for concessionary fares and not for railway companies.

The resources of PTAs mostly stem from grants of their public shareholders. Some PTAs collect all or part of fares sold. Others have got specific resources, as is the case in France with the Transport tax paid by companies (including administrations). In Paris, STIF also receives half of the amount of road traffic fines paid by card drivers in the Ile-de-France.

HUMAN AND FINANCIAL RESOURCES OF EUROPEAN METROPOLITAN PTAS



In Germany, PTAs responsible for regional rail services get a specific resource stemming from taxes on petrol.

Modal competence

Although it seems obvious that a PTA should be responsible for all public transport modes on its territory so as to achieve perfect integration of services for the passenger's interest, it is not always the case. Problems arise frequently with rail services, which play a fundamental role for the transport of great numbers of passengers on long distances in large metropolitan areas. Stockholm, Madrid, Paris, Prague and some German large cities offer good examples of integration of railways in the metropolitan public transport network.

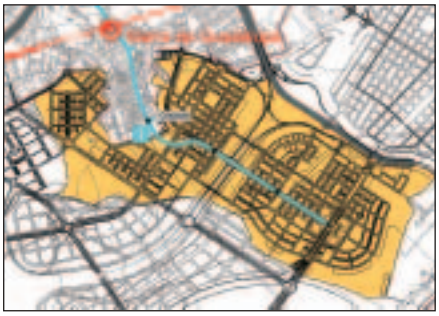
Competence for specific transport services

Aside from conventional regular public transport services, PTAs are in some cases also responsible for planning and organising services for people with specific needs (tourists, students, disabled, demand responsive transport services, etc.). This is a key condition to have a good co-ordination between these services and the mainstream public transport services.

Competence for other aspects of urban mobility and for land use planning

PTAs should be responsible for all aspects of urban mobility and for land use planning, or at least should have their word on these policies, which strongly influence the attractiveness of public transport. Though such a scheme is rarely witnessed, a few recent examples are worth noticing:

- Transport for London (TfL), which was created in 2000, is responsible not only for public transport systems (except rail services) in the Greater London area, but also for taxis, metropolitan roads, congestion charging schemes and promotion of walking and cycling.
- in Dublin, the current project of strategic land use and transportation body would bring in the same organisation the responsibility for transport and land use planning as well as for management of public service contracts with operators.



Intermodality, which is a key tool to improve mobility conditions, can be fostered through policies such as the creation of park-and-ride (P&R) and bike-and-ride facilities. Some PTAs are responsible for developing P&R (Madrid, Prague, British PTAs).

What relationships between PTAs and operators ?

The main current trend is the very fast generalisation of contracts. In 80 % of the cities surveyed, relationships between PTAs and operating companies take the form of contracts, most of which were introduced in the 1990's. It should be noted that in most countries, these contracts are awarded through tendering procedures. This evolution started in the northern countries (Sweden and Finland) and is progressively concerning the rest of the continent. In Italy, for example, competition will be the normal way for the award of contracts as of 2004.

ATM
Autoritat del Transport Metropolità

CONTRACTE PROGRAMA

ENTRE

L'AUTORITAT DEL TRANSPORT METROPOLIT, I
FERROCARRILS DE LA GENERALITAT DE CATALUNYA

1999 - 2001

A la ciutat de Barcelona, el dia vint-i-set d'abril de dos mil,

Conclusion

Some common trends can be identified in the organisation of public transport in the European large cities:

- a clear division of responsibilities between public authorities and operating companies
- the competence for organising public transport is a local one, which, when different local authorities are concerned, can be co-ordinated in a single PTA
- the integration of public transport networks (all modes including railways, fares, services, schedule, information, marketing) is needed so as to offer passengers a reliable, easy to use and efficient alternative to private car
- a generalisation of contracts between public authorities and operators, leading to a better definition of their respective roles and to a stronger commitment of operating companies
- a generalisation of competition for the award of contracts, with a few, but very controversial, exceptions

The draft new European Regulation on public service contracts and public service requirements in passenger transport, when (if ?) it is passed, will certainly bring no major change to this overall evolution. The only question which is still unsolved today is whether authorities should, in some cases, be allowed to operate services themselves or through their own public companies.

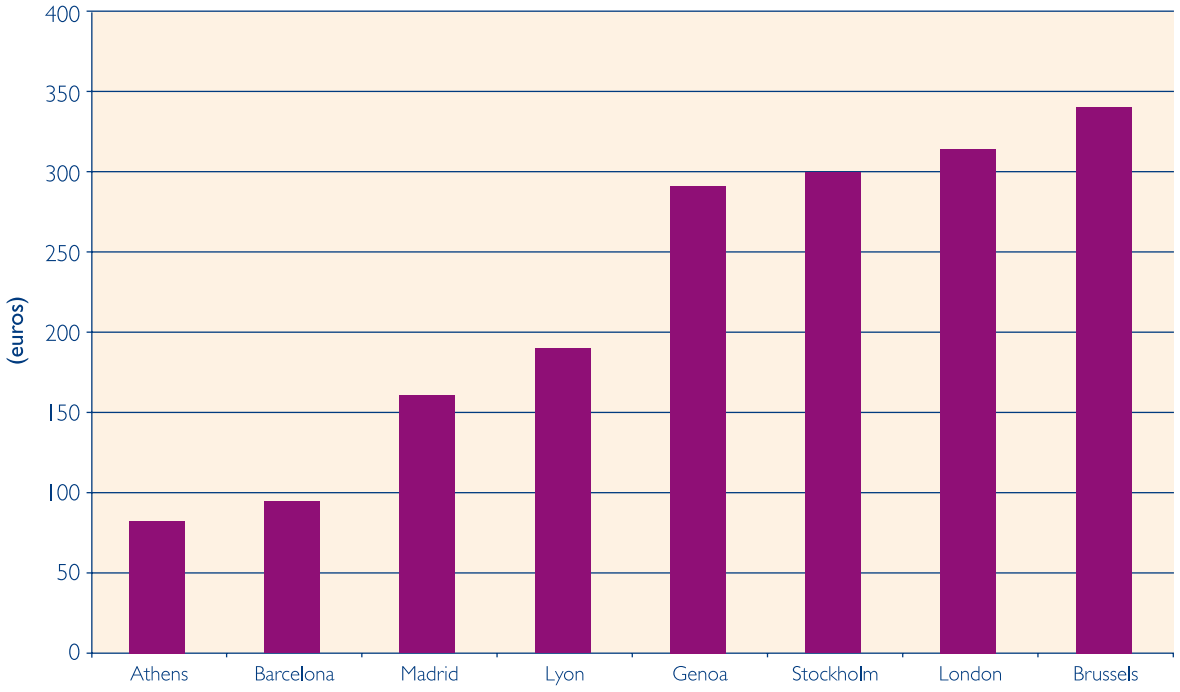
Some heavy budgets, that will necessarily increase strongly in the coming years.

The cost of operations and investments into urban and regional public transport systems is already heavy and still increases very fast. Data collected by EMTA show that the yearly cost of operation of large public transport systems can reach €300/inhabitant without heavy rail systems (see chart below). The objectives of reduction of car traffic in the urban areas, highlighted by the European Commission in its White Paper on transport policy by 2010, which are shared by most national governments, will mean that the supply of public transport serv ds of their populations. All EMTA cities are currently building new systems such as heavy rail, metro, or tramways, even in the cities whose population is stagnating. These projects mean more resources both for investment and for operation of the future systems;

- so as to attract more passengers, the quality of existing public transport services will have to be upgraded. The objective will be to convince car users that public transport can provide them with the same freedom, simplicity of use and quality of mobility as the private car. This need will have consequences both for the increase of supply of existing systems (higher frequencies during the day development of night services), and for the improvement of the quality of existing services (modernisation of rolling stock, improved accessibility and comfort, waiting conditions, static and real-time information, security, etc.). This policy will also necessarily lead to more expenses in the coming years.

The question that public transport authorities face is therefore: how will we pay for this policy ?

YEARLY COST OF OPERATION OF URBAN PUBLIC TRANSPORT SYSTEMS PER HABITANT (OUTSIDE HEAVY RAIL)



Source: EMTA Barometer of public transport.

A need for public compensations

In no European country can public transport systems be operated without public subsidies. Even in the United-Kingdom, which liberalised the transport sector at the end of the 1980's leading to purely commercial operations by private companies, some concessionary fare schemes funded by public transport authorities are needed so as enable all citizens to have access to the services.

Public subsidies, which we will rather refer to as public compensations, can be justified for several reasons:

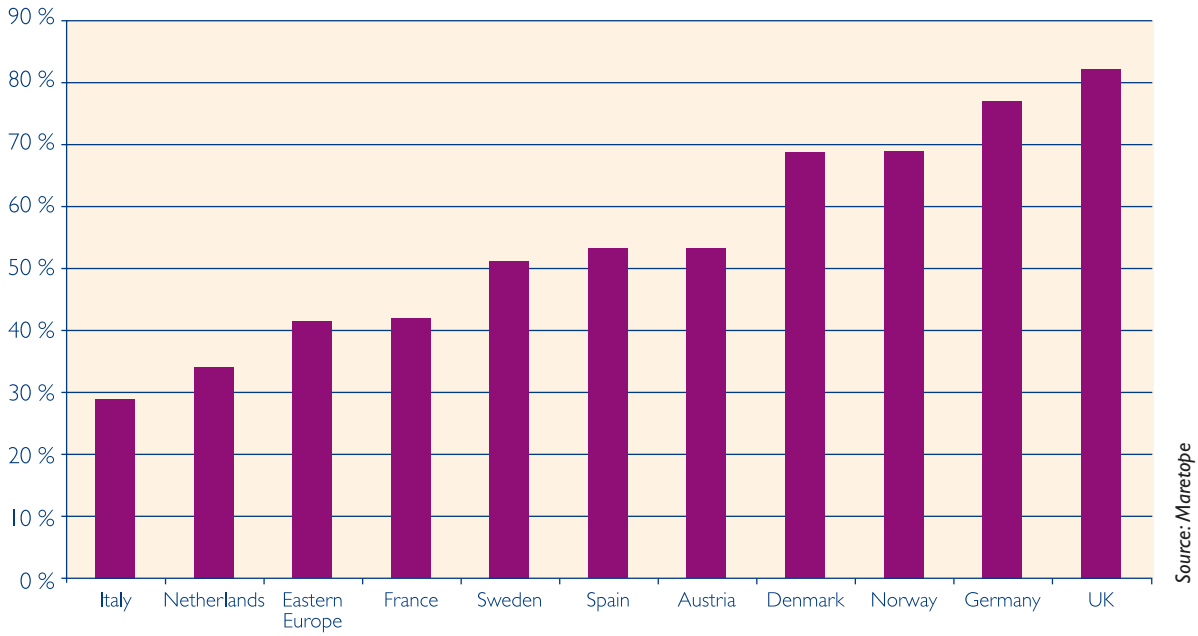
- some transport routes and services, although not profitable on a commercial basis, must be operated for the social cohesion of society (services for people with reduced mobility, remote and poor areas, night services, etc.). It is therefore the duty of public authorities to ask some transport companies to

operate these services, but to compensate them for the cost of these non-profitable services;

- the fares of public transport systems, which cater for the basic need of mobility, should be adapted to the wealth of passengers (youngsters, elderly people, unemployed, large families, etc.);
- there should be an incentive for people to use public transport rather than private car because of the negative external costs of car traffic (pollution, accidents, noise, congestion).

Although public compensations can be found in all European countries, the ratio of coverage of costs of operation by fare revenues is very diverse in the different countries, as is illustrated by the chart below (source: Maretope research programme). Some countries are close to break even point (UK), while others cover less than 50% of costs with fare revenues (France, Italy). This diversity of situations leads to very different needs of public money.

RATIO OF TICKET REVENUES ON TOTAL COSTS



Public compensations paid to transport companies shall respect some basic principles:

- the burden of public compensations should be shared between the various public authorities concerned on an objective basis (number of inhabitants, wealth, power in the transport authority, etc.);
- the compensations paid to companies should be determined in an objective and transparent way, preferably through a public service contract signed between the authority and the transport company;
- financial flows should be simple and cross-subsidies should be avoided. Somebody, somewhere, should have a clear overview of all the public money granted to some companies;
- transport companies should have incentives to provide high quality services that give satisfaction to passengers, and to manage their production costs in an efficient way.

In addition to these principles, the decision of the European Court of Justice in the Magdeburg-Altmark case (24 July 2003) demands that, when a company is selected without tendering procedures, the level of the compensations is determined by the authority on an analysis of the costs of the company and a comparison of the costs which a medium company would have incurred for the provision of similar services. To summarise this principle, transport authorities should never give money to companies without knowing if the amounts are reasonable for the services concerned, and the answer to this question can only come from comparisons with other companies, through tendering procedures or benchmarking.

Funding of investments

The numerous projects of extensions of transport systems are funded through various schemes, but in most cases, public money is involved. Even in the case of public-private partnerships (concessions, BOT, etc.) with private companies bringing in some money, public funds are often needed.

Public money can stem from different levels of public authorities (municipalities, counties, regions and also national governments). In most European countries, the national governments bring subsidies to heavy projects of public transport infrastructures which would be too expensive for local authorities only. Debt is also frequently used by public authorities to fund investment projects. The European Investment Bank (EIB) is for example keen to grant loans to local authorities for the funding well devised public transport projects. Debt can be regarded as a logical resource for infrastructures that will have very long life-times, but it also leads to some constraints. The reimbursement of the debt and the financial interests will come in addition to the cost of operation of the infrastructure itself. It is therefore fundamental that public authorities devise long-term financial plans ensuring that their future resources will be sufficient to cover their expenses. It is also an incentive for them to ensure that the new infrastructures will attract enough passengers so as to maximise the fare revenues, and thus minimise needs for public compensations.

Perspectives

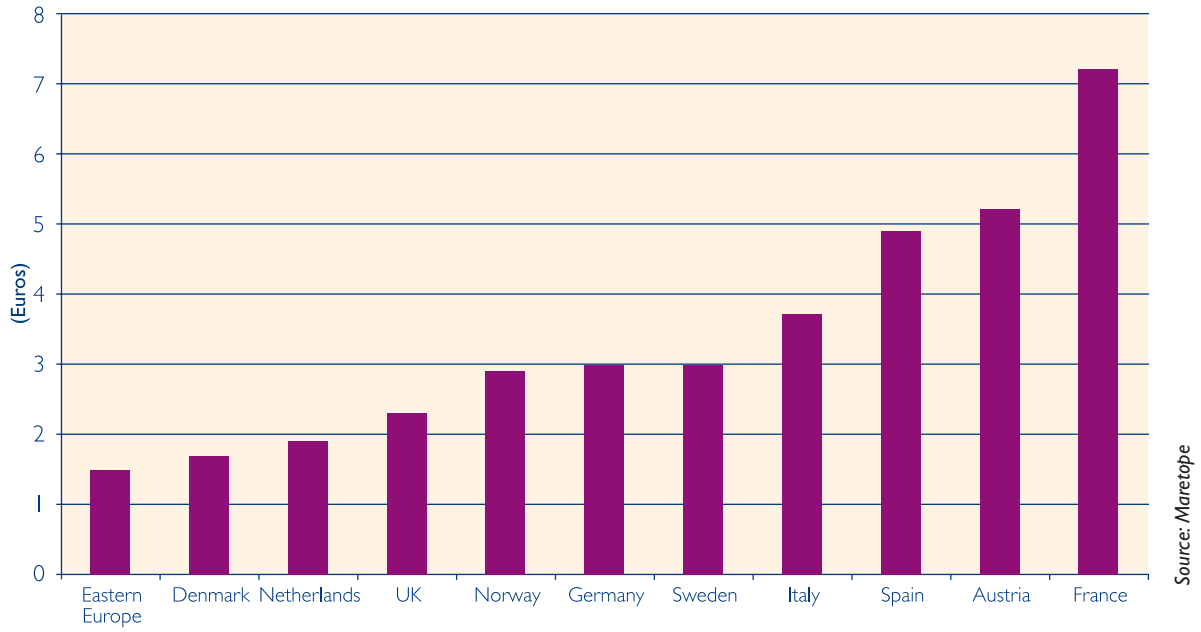
Public authorities have the duty to look at the future and invent schemes that will secure stable and sufficient sources of funding for public transport systems over the next decades. Two ways must be envisaged simultaneously: an increase in revenues, and an increased efficiency of operations.

Increased revenues for public transport

Three categories of resources can be thought of:

- commercial revenues: increased fare revenues through a more targeted fare policy (differentiation of prices for peak and non-peak hours, etc.), increased revenues from advertisements, rental of spaces in public transport stations
- revenues from indirect beneficiaries: employers whose employees benefit from public transport systems (as the transport tax in France, which brings about one third of the cost of operation of public transport systems), land and property owners who benefit from the existence of good public transport systems (examples of funding of new infrastructures by development companies in Madrid and Copenhagen)
- internalisation of external costs of private cars: through dedication to public transport of resources from congestion and infrastructure charging (London), workplace parking levy (UK), tax on

COST OF OPERATION PER VEHICLE-KM



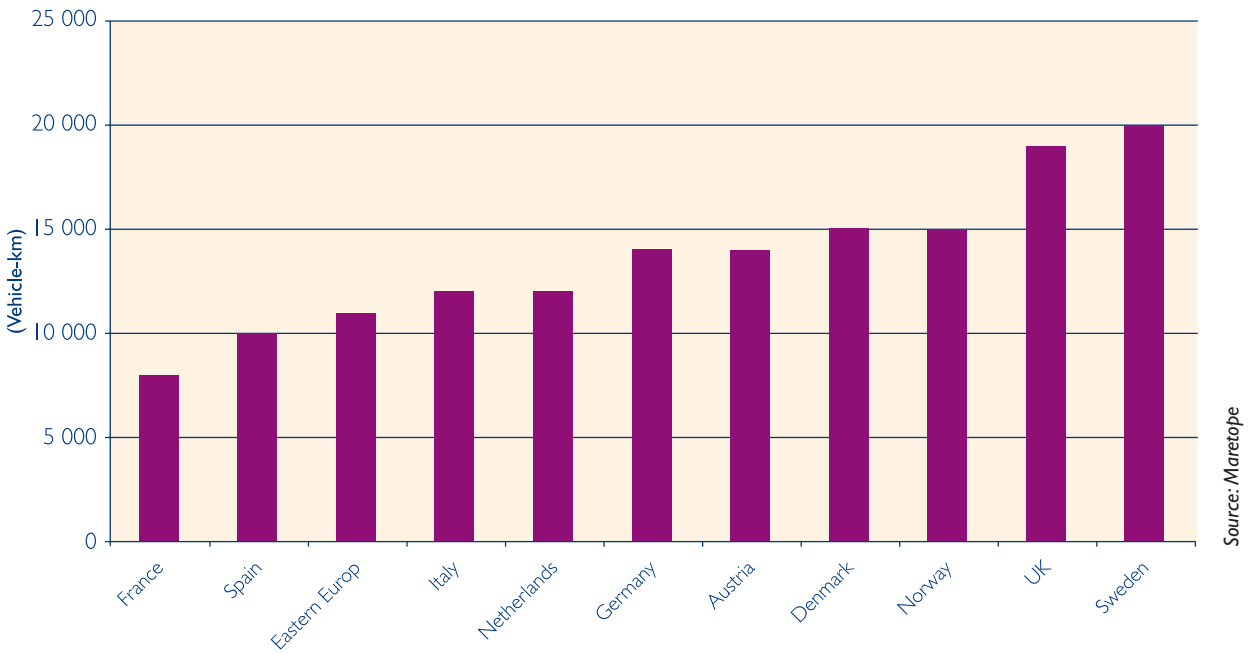
petrol used by cars (Germany), road traffic fines (Paris), etc., public authorities can contribute to a better allocation of resources.

Increased efficiency of operations

European comparisons highlight varying levels of efficiency of public transport operations, as show the following charts (source: Maretope research programme).

This chart shows that countries with the highest wages and welfare systems (Scandinavian countries) are not the countries with the most expensive production costs. This finding highlights a key fact: efficiency of operations is not related only to wages, but much more to the organisation of transport companies the management of resources (rolling stock, energy, etc.). The following chart shows, for example, that it is once again in the Scandinavian countries that the ratio of vehicle-km riden by staff number of transport companies is the highest. At the other extremity are countries from Southern and Eastern Europe, which seem to have difficulties to organise their operations properly.

VEHICLE-KM OVER STAFF NUMBER



Efficiency is also related to the choice of pertinent transport systems adapted to the mobility needs. For example, a tramway is, in theory, more efficient to operate than buses above a certain level of patronage, and as opposed to this, a taxi is less expensive for society than a bus with one passenger. This means that public transport authorities must have enough expertise and knowledge of production costs to reach the right decisions.

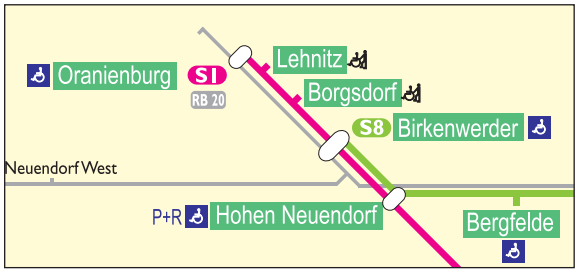
Efficiency of operations can be improved through:

- the use of new technologies that reduce operation and maintenance costs (fully automatic metros, GPS monitoring of operations, electronic ticketing, etc.);
- better conditions of operation thanks to bus lanes enabling to increase commercial speeds, priority at traffic lights, etc.;
- improved efficiency of transport companies through contracts with incentives, benchmarking of production costs with other comparable cities, and/or competitive pressure.

THE DUTIES OF PUBLIC TRANSPORT AUTHORITIES
IN THE FIELD OF ACCESSIBILITY OF PUBLIC TRANSPORT SYSTEMS TO PEOPLE WITH REDUCED MOBILITY

At the occasion of the European year of people with disabilities (2003), the public transport authorities of the European metropolitan areas have adopted the following Charter of commitments so as to highlight the fact that they have a strong responsibility to improve the accessibility of their transport systems to people with reduced mobility, and that this duty shall not be left only in the hands of transport companies.

It is currently estimated that 12%[3] of the European population is disabled. The combined number of elderly and disabled people reaches 24% of the population, and figures taking into account people with a temporary impairment (people with luggage, prams, etc.) reach about 30%[4] of the overall European population, that is to say more than 100 million persons in EU25. With the ageing population, this number is expected to increase significantly over the coming years.



The issue of accessibility to all citizens of public transport systems is a major social objective. All citizens, regardless of disability or age, must have an opportunity for independent living, and accessible transport systems contribute in a determinant way to this goal. They increase educational, employment and recreational opportunities and can reduce social services and welfare costs to governments and communities. Moreover, it should be noted that all people benefit from accessible public transport.

Public transport systems shall provide an easy mobility for everyone. But in most cases, the reality doesn't meet this expectation. Old metro systems with stairs, high-floor buses and coaches, rolling stock not providing enough space for wheel-chairs, insufficient or badly devised information, etc.: the list of difficulties encountered by people with reduced mobility is endless.

Some progress has been made over the last decade, mostly under legal pressure[5]. The European Conference of Ministers of Transport (ECMT) has worked actively to raise the awareness of national governments on this issue. The European Commission has ordered several research projects on technical aspects[6] and the international organisations active in public transport (UITP) have been working both on exchanging information on best practices and on the definition of standards. All these initiatives have benefited from the advice of organisations representing the interests of people with reduced mobility, like the European Disability Forum.

But in spite of these positive initiatives, a lot still remains to be done. Improving the accessibility of transport systems is a difficult challenge, which not only needs political support, but also takes time, needs technical expertise and can seem costly in a first approach. As a result, the majority of public transport vehicles and stations are still not accessible for people with reduced mobility in the European metropolitan areas[7].

Improving the accessibility of public transportation systems has mostly been an issue of transport operators in the past. Operating companies have indeed a key responsibility in the management of the systems that must provide every day accessible services, and they usually have the technical expertise when it comes to setting standards for rolling stock and infrastructure.

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[3] *Source: COST 335*
[4] *Source: ECMT*
[5] *Source: ECMT report on legislation to improve access (2000)*
[6] *COST 322 on low floor buses, COST 335 on heavy rail systems, COST 349 on long-distance buses*
[7] *Source: EMTA Barometer of public transport in the European metropolitan areas (2000)*

Although that will remain true in the future, public transport authorities should be more involved in the process and could play a bigger role for the improvement of the accessibility of transport systems, for several reasons:

- **public transport authorities are involved in the planning of transport systems from the very beginning,** and it is obvious that accessibility is more easy and cheap to achieve if it is taken into account at the initial stages of the process;
- **improving the accessibility of public transport systems is a complex task which implies to intervene not only on public transport systems, but also on their physical, social and legal environment,** and public authorities are best suited to have this co-ordinated approach. For example, improving the accessibility of bus routes often involves to have a special design for bus stops and the pavement around them, and only public authorities can have such a broad view;
- **public authorities are contributing large amounts of money to the funding of public transport systems and of public transport operations.** In many European cities, they are even the main contributors[8]. This fact gives them a key responsibility, but also a real clout in the design of transport systems. A Charter adopted by the Ministers of Transport (ECMT) in 1999 recommends that public funding of transport should be conditional on providing accessibility to people with reduced mobility[9];
- **most public transport authorities are now bound to transport operators through contracts, be it contracts** awarded through competitive procedures or not[10]. These contracts often contain requirements about quality of service, which can include items like percentage of rolling stock accessible or availability of equipment like lifts in stations. They are therefore very powerful tools to prompt operators to pay a strong attention to this aspect of their activity which is complying with the need of all passengers and therefore achieve higher accessibility;
- **the generalisation of competition for the award of contracts to operating companies often leads to the ownership of infrastructure and of rolling stock by public authorities,** which then lend or rent them to the operators for the length of the contracts. This gives public authorities a new responsibility for the definition of the physical characteristics of infrastructures and rolling stock, and leads them to direct contacts with the manufacturers. This implies that public authorities must develop their own expertise in this field and that they should ensure that this dimension is well taken into account in the process of design and of purchases of rolling stock;

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- **the provision of demand responsive door-to-door transport services in many cities for some categories of disabled passengers should be co-ordinated and complementary with the efforts to improve the accessibility of the mainstream public transport systems.** Information should take into account these two categories of services and advise people which services best meet their needs. This is once again a mission of public authorities;
- and lastly, as strong differences can be witnessed in the levels of accessibility of public transport networks between the European countries, the survey of the most advanced countries (Scandinavian countries) could help public authorities in the other countries to learn fast from the cases of best practices. Therefore, **benchmarking between public transport authorities should be regarded as a permanent process of improvement;**

In this context, the public transport authorities represented in the EMTA association commit themselves, both on an individual level and collectively, to improve the accessibility to people with reduced mobility of the public transport systems they are responsible for.

[8] *Source: Comparative survey of funding of public transport in the European metropolitan areas (ATM/EMTA, 2001) and EMTA Barometer of public transport in the European metropolitan areas (2000)*
[9] *Source: ECMT Charter on access to transport services and infrastructure (1999)*
[10] *Source: What public transport authorities for the European metropolitan areas ? (S. Lecler/EMTA, 2001)*

Resolutions

The public transport authorities of the European metropolitan areas represented in the association EMTA commit themselves to:

01 consider the improvement of the accessibility of their transport systems as a major social objective, which benefits all passengers, and which shall not be left under the sole responsibility of transport operators;

02 co-ordinate their actions with the other public authorities so as to tackle the issue of accessibility of transport systems under all its aspects, concerning for example the way stations and bus stops are physically organised;

03 take into account the needs of people with reduced mobility for each of their decisions, so as to ensure that no decision might harden the mobility conditions of people with reduced mobility;

04 develop master plans of improvement of the accessibility of the public transport systems under their jurisdiction, with the ultimate objective to provide barrier-free, fully accessible, transportation systems;

05 ensure that people who cannot access public transport systems have at their disposal a door-to-door accessible transport service which is both of high quality and affordable in the territory concerned;

06 ensure that information about public transport systems is clear, comprehensive, up-to-date and accessible to all people, including persons with learning difficulties. This concerns both before trip and on-board information. Accessible information means information provided by redundant channels (visual and vocal, for example);

07 develop their own expertise in the field of accessibility, which encompasses both issues related to infrastructures, rolling stock, and information;

08 consult experts and representative organisations of people with reduced mobility on a regular basis, and especially before reaching decisions concerning accessibility of public transport systems, so as to ensure that the solutions chosen really meet the expectations of the people they are aimed at;

09 follow-up carefully the results achieved by any measure aimed at improving the accessibility of public transport networks to people with reduced mobility. This includes the technical performance of equipment, and the satisfaction of the users;

10 define and measure at regular intervals indicators reflecting the level of accessibility of the networks they are responsible for (number of metro stations accessible, number of low floor buses, number of routes with visual or vocal information);

11 identify in their structures some senior managers responsible for co-ordinating accessibility issues, which are transversal topics concerning most aspects of the missions of transport authorities (new infrastructures, contracts with operators, information, etc.);

12 regularly look at policies carried out in other cities so as to identify the best practices and learn from the successful experiences. Benchmarking is a useful tool to make progress faster and in a cheaper way;

13 see to it that the transport companies in charge of operating the transport systems pay a strong attention to the accessibility of their networks. Accessibility should be a major requirement in tendering procedures, and when contracts between authorities and operators contain incentives based on quality of service, accessibility should be part of them;

14 communicate on the efforts made to improve accessibility and ensure that the achievements receive wide coverage in the society;

15 contribute to the adoption of standards for the technical characteristics of equipment designed for accessible public transport systems that shall be unified at the European level.

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Stringent emission requirements will soon come into force in Europe. In order to meet them, Volvo has decided to adopt a technology called Selective Catalytic Reduction (SCR). With this system, emissions of nitrogen oxides are significantly lowered through exhaust gas after-treatment. SCR technology also allows us to optimise our new engine generation so that fuel consumption and particulate emissions can be minimised. More information about SCR is available from our website: www.volvobuses.com. If you have further questions, do not hesitate to contact your Volvo Bus representative. Your questions answered about SCR:

Why have you chosen SCR?
It is a relatively simple and extremely reliable system, which together with new engine generation lower the fuel consumption compared with today's buses powered by Euro 3 engines.

Does a bus with SCR require more from the operator than today's buses do?
The exhaust gases are cleaned with the help of a urea-based additive known as AdBlue that is injected into the exhaust gases. The AdBlue is stored in a separate tank and requires refilling at intervals depending on the operation. Consumption of AdBlue is about 4 % of the fuel consumption (5 % for the Euro 5* engines).

What is AdBlue?
AdBlue is a liquid consisting of urea and water. It is not inflammable or explosive, and is a low toxic liquid that is safe to handle.

When can we get hold of AdBlue?
AdBlue will be available at oil companies' regular fuel stations. The distribution infrastructure is already undergoing rapid expansion. In addition several suppliers already offer AdBlue throughout Europe for customers with their own depots.

What happens if the AdBlue tank gets empty while I'm driving?
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The new generation of engines with SCR offers better performance. The service intervals are the same or extended compared to today's engines.

Is SCR a technology that will also meet forthcoming emission requirements?
With SCR we not only meet Euro 4 but we can also meet the requirements for Euro 5* on several engine variants already from production start. When legislation requires, or before, the Euro 4 variants can be upgraded to Euro 5*. The Euro 5 incentive engines will have the same performance and maintenance requirements as the Euro 4 variants.

When will buses from Volvo with SCR be available?
Over the past several years, a large number of Volvo buses with SCR technology have been involved in long-term trials, with excellent results. The first buses in which we combine our new engine generation with SCR for Euro 4 and incentive Euro 5 will be delivered at the end of 2005.

* Euro 5 emission levels.

VOLVO

www.volvobuses.com

EUROPEAN POLICIES
IN THE FIELD OF LOCAL AND REGIONAL TRANSPORT

INSTITUTIONS INVOLVED

The Title V of the Treaty establishing the European Community sets a European Common Transport Policy.

This policy is decided jointly by the Council of Ministers of Transport of the member states and by the European Parliament in accordance with the co-decision procedure (Art 251 of the Treaty).

The European Commission has the exclusive power of initiative to propose new Regulations to achieve these goals, and is in charge of monitoring the implementation of Regulations and Directives by Member States.

The Directorate General for Energy and Transport (DG TREN) of the European Commission is placed under the responsibility of Mr Jacques Barrot, Vice-President of the European Commission and Commissioner for Transport and Mr Andris Piebalgs, Commissioner for Energy.

DG TREN website :
http://europa.eu.int/comm/dgs/energy_transport/index_en.html

At the European Parliament, the Committee on Transport and Tourism is responsible for preparing the work of the plenary assembly of the Members of the Parliament for all the issues linked to transport. Among other missions, TRAN committee is responsible for matters relating to the development of a common policy for rail, road, inland waterways, maritime and air transport, in particular:

- common rules applicable to transport within the European Union,
- the establishment and development of trans-European networks in the area of transport infrastructure,
- the provision of transport services and relations in the field of transport with third countries,
- transport safety,
- relations with international transport bodies and organisations.

TRAN Committee website
http://www.europarl.eu.int/committees/tran_home.htm

Lastly, the European Union can bring financial support to local and regional transport, either through research programmes and initiatives such as CIVITAS (see: www.civitas-initiative.org), which brings financial support (€50 million) for 36 cities that wish to test and demonstrate the effectiveness of integrated action, or through funds for investments coming from the European structural funds (FEDER) or loans from the European Investment Bank (EIB).

OBJECTIVES OF THE EUROPEAN COMMON TRANSPORT POLICY

The European Common Transport Policy has two basic goals:

- Efficient, accessible and competitive transport systems, essential to growth and employment to keep Europe competitive as targeted in Lisbon strategy
- A high level of safety and environmental protection

The European Commission published on September 2001 a White Paper on the European Transport Policy for 2010, which presents its political objectives:

- Shifting the balance between modes of transport, with an aim at revitalising the rail sector
- Eliminating bottlenecks
- Placing users at the heart of transport policy so as to halve the number of fatalities and to charge gradually the use of infrastructure
- Rationalising urban transport through the development of clean fuels and the exchange of best practices

http://europa.eu.int/comm/energy_transport/en/lb_en.html

The European Parliament approved these objectives in a vote in February 2003. A mid term review of this policy is about to be launched in 2005.

The Commission even asked to go further in its targets of rebalancing traffic towards less-polluting transport modes.

On its side, the European Council called in March 2000 in Lisbon for an acceleration of the liberalisation of the rail sector.

COMPLETING THE INTERNAL MARKET FOR PUBLIC TRANSPORT SERVICES

The article 73 of the Treaty states that, as an exception to the principles laid down in article 88 about the interdiction of State aids, financial aids by authorities to companies shall be compatible with the European regulations if they meet the needs of coordination of transport or if they represent reimbursement for the discharge of certain obligations inherent in the concept of public service. The regulation 1191/69 of 1969, modified in 1991, defines under what conditions transport companies can be granted financial support by public authorities.

In 2000, the European Commission proposed to modify this Regulation so as to generalise controlled competition mechanisms in public transport services for passengers. This draft new Regulation have been long debated at the Council of Ministers of transport and a new proposal is expected in 2005, following the deci-

sion of the European Court of Justice in the Magdeburg Altmark case in July 2003. This judgement ruled that financial support to transport companies which are imposed by public service obligations by authorities are not State aids if they correspond to the cost incurred by the company while fulfilling these obligations.

OPENING OF THE RAIL SECTOR

Since the Directive 91/440, which asked for separate accounting between rail infrastructure and operation of networks, the European Union is progressively opening its rail sector to the competition.

The first rail package, adopted in 2001, has led to the opening to competition of the trans-European rail freight market on 15 March 2003.

A second railway package, adopted in March 2004, will lead to the opening of the international rail freight market in 2006 and the domestic rail freight market in 2008. The package comprises two directives on railway safety and interoperability. A regulation led to the creation of the European Railway Agency, that has been inaugurated in Lille-Valenciennes (France) in June 2005.

A third railway package has been proposed by the commission in March 2004 proposing that, as from 1 January 2010, railway undertakings which have a licence and the required safety certificates should be able to operate international services in the Community. The third package also includes proposal in the field of passengers' rights, certification of locomotive drivers and rail freight quality.

http://europa.eu.int/comm/transport/rail/index_en.html

INFRASTRUCTURE CHARGING

The commission proposed in July 2003 to align the national systems of tolls and road use charges on common principles.

In April 2005, the European Council of Ministers of Transport reached an agreement on the Directive Eurovignette (1999/62/EC), that promotes charging system aiming at reflecting the real cost of the infrastructure in the price paid by the customer

SUSTAINABLE TRANSPORT

The European Union has launched several initiatives aiming to achieve a sustainable mobility:

Setting up of a High Level Group on Hydrogen and Fuel Cells

Adoption of a Biofuel Directive in April 2003 leading to the setting by each Member State of precise targets for the market share of biofuels.

Theses targets will have to be based on challenging benchmarks set by the directive: 2% market share by December 2005; 5.75% market share by December 2010.

In January 2004, the European Commission adopted the Communication COM(2004)60 "Towards a Thematic Strategy on the Urban Environment" that sets out the problems and challenges facing Europe's urban areas, focusing on 4 priority themes including Urban Transport. The final Strategy on the urban environment will be presented by the Commission in 2005.

http://europa.eu.int/comm/environment/urban/thematic_strategy.htm

RESEARCH AND DEVELOPMENT IN THE FIELD OF TRANSPORT

ELTIS
European Local Transport Information Service

The European Commission plays a key role in funding and orienting the research in the transport and environment fields.

A web portal has been created in order to gather information about European Research in local transport : *http://www.eltis.org*

The 6th Framework Programme of Research and development, that was launched in January 2003, will contribute to finding transport systems that offer 'near zero emissions and near zero accidents'. Key transport schemes will look at reducing congestion, intelligent transport systems, new vehicles concepts and fuels, revitalising railways. Energy and transport projects will be granted € 2.1 billion for a total budget of € 17.5 billion.

The European Commission proposed in April 2005 its first proposal for the 7th Framework Programme (2007-2013) that will be discussed in 2005-2006.

6th and 7th Framework Programs:
www.cordis.lu/fp6 www.cordis.lu/fp7

Transport Research Knowledge centre:
http://europa.eu.int/comm/transport/extra/web/index.cfm

2004

January

- EU Commission adopted a communication COM 2004 (60) setting out its ideas for the Urban thematic strategy. The Communication sets out the problems and challenges facing Europe's urban areas, focusing on 4 priority themes. These themes, selected in conjunction with stakeholders, are urban environmental management, urban transport, sustainable construction and urban design. The themes are cross-cutting in nature and have strong links with many environmental issues. They offer the greatest scope to make progress in improving the quality of the urban environment and have a strong influence on existing environmental obligations such as on air quality. For each theme, the Communication sets out the nature of the challenges, what action has been taken so far at the European level and ideas for what further action should be undertaken to address better the challenges identified.

March

- The European Commission adopted its third railway package containing measures to revitalise the European railways. The measures include :
  - The ability for railway undertakings which have a licence and the required safety certificates should be able to operate international services in the Community as from 1 January 2010
  - More rights for passengers with minimum standards for information for passengers before and during their journey, the rules to be followed in the case of delays, treatment of complaints and assistance for individuals with reduced mobility
  - Certification of locomotive drivers
  - Minimum quality clauses in Rail Freight services

May

- The European Commission revealed the list of 17 cities that have been selected to benefit from the € 50 million grant dedicated to promote the development of attractive alternatives to the use of private cars in cities.

CiViTAS
Cleaner and better transport in cities

- European Commission has adopted a White Paper on services of general interest drawing conclusions from the debate on the Green Paper of May 2003. The White Paper acknowledges that services of general interest are an essential component of the European model of society and stresses the need to achieve public service obligations in competitive open markets.
- European Commission released a Green Paper on Public-Private Partnership. The aim of the Green Paper is to explore how procurement law applies to the different forms of PPP developing in the Member States, in order to assess whether there is a need to clarify, complement or improve the current legal framework at the European level.

June

- EU and US signed an agreement on Galileo and GPS compatibility and interoperability. The first satellites are expected to be launched in 2005 for a start of operations in 2008.

July

- The European Railway Agency set up by regulation 881/2004 started its work. It will be responsible for better interoperability of networks and security of rail operations.
- The Strategic Environmental Assessment entered into force. This directive asks for public authorities at national and local levels to carry out an environmental assessment of plans and programmes, including transport projects that have a significant impact on the environment.

2004

August :

- Jose Manuel Barroso, the new president of the European Commission announced the composition of his team. Jacques Barrot, former commissioner for regional policy took the responsibility for transport issues.

October :

- Jacques Barrot presented the EU Commission program in the field of transport aiming at :
  - taking strong and credible measures on sustainable development
  - reinforcing the rights of passengers
  - developing a global approach on transport safety and security
  - building a pan-European infrastructure Network: 30 projects concerning high speed or standard railways axis, rail freight axis, motorways axis, inland waterways and
  - developing the external component of transport policy

2005

February

- Kyoto protocol entered into force aiming at reducing by 8% greenhouse effect gases compared to 1990 levels by 2010. Considered as a whole EU should reach this objective. However, EU Commission adopted the Communication on "Winning the Battle Against Climate Change" proposing new targets for post Kyoto period.

April

- The Commission published its official proposals for the Seventh Framework Programme for EU research. This is then to be treated by the Codecision process of the European Parliament and the Council of the European Union. FP7 is expected to be launched at the end of 2006 for a 6 years period.
- The European Council of Ministers of Transport reached an agreement on the Directive Eurovignette (1999/62/EC), that promotes charging system aiming at reflecting the real cost of the infrastructure in the price paid by the customer.

June

- The European Railway Agency located in Lille/Valenciennes (France) has been inaugurated. The Agency's role will be to draw up common technical and operational rules for all European railways. This new agency aims at making rail transport more competitive, safe and efficient.

NOTES

PRESENTATION OF THE PUBLIC TRANSPORT AUTHORITIES OF THE EUROPEAN METROPOLITAN AREAS

AMSTERDAM NETHERLANDS

REGION

- The ROA (Regionaal Orgaan Amsterdam) is the City region of Amsterdam, a co-operation of 16 municipalities in the surrounding of Amsterdam.
- Population (2004) 1,343,346 inh.
- Jobs (2004) 721,920
- Area of the region : 1,003 km²
- Area of the city of Amsterdam: 219 km²
- ROA is one of seven metropolitan areas in the Netherlands with their own status and competence, alongside the 12 provinces. ROA is among other things responsible for: traffic and public transport, youth care, regional planning (land use and zoning), housing, economic development.
- As from January 1st, 2004 only the 12 provinces and the 7 metropolitan regions are responsible for the public transport on their territory.

REGIONAAL ORGAAN AMSTERDAM (ROA)

Amsterdam metropolitan region

Missions

The main goals of ROA are:

- establishing a stable and differentiated economy which is able to compete in the international markets
- offering a good social climate for the inhabitants of the region
- creating a durable environment.

ROA aims to enhance the co-operation amongst the 16 municipalities and to represent their common interests on the central government level.

Competences in traffic and transport

In the field of traffic and public transport ROA is responsible for the planning, programming and financing of regional infrastructure (roads and public transport) and for the organisation of all public transport services within the region (apart from heavy rail), including planning of new services, improving the existing services and funding via contracts with the operating companies. Fare policy will be included in the tasks and responsibilities as soon as electronic ticketing will be introduced in the Netherlands (at last in 2007).

Amsterdam city

Organization

A Regional Council (56), elected by and from the municipal councils, an Executive Council (7), elected by and from the Regional Council. The Mayor of Amsterdam presides the Regional and the Executive Councils. There are also standing Committees in specific fields (e.g. traffic and public transport), made up of responsible aldermen of the co-operating municipalities. ROA has some 45 staff members; the main departments are: physical planning, zoning and housing, youth care, economic development, traffic and public transport-policy and regional infrastructure.

Budget

ROA's budget for 2005 amounts to EUR 412 million, of which EUR 319 million is spent in the traffic and public transport field (PT alone: 270 mio). Provinces, regional and local authorities in the Netherlands depend for about 95% of their income on state aid from the central government. The main expenses in the public transport field in 2005 are a subsidy to GVB, the Amsterdam municipal transport company (EUR 217 million) and to Connexxion, the regional bus company (EUR 51 million)

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R O A

AMSTERDAM NETHERLANDS

Public Transport System

The public transport in the Amsterdam region is of great importance, as shows the modal share: 26% in the region and 28% in the city of Amsterdam. (Car: 53% and 51%, bicycle: 21% and 21%).

The public transport within the region is operated by 6 companies: **Dutch Railways** (NS) (heavy rail), shares owned by the state, GVB (Amsterdam municipal transport company) within the city and some lines into some other municipalities, **Connexxion** (regional bus company, operating throughout the Netherlands), **B-Rental** and **SSK** (private companies, operating single services to and from Schiphol) and **BBA** (private company, member of the Connex Group), operating services between Utrecht and the Amsterdam region.

	Urban Bus, Tram and Ferries	Metro	Heavy Rail	Regional Bus	Regional Bus	Regional Bus
Management Body	GVB (Amsterdam municipal transport company)	GVB	Nederlandse Spoorwegen (NS) Regio Randstad Noord	1. Sub region Amstelland-Meerlanden, operator: Connexxion Midden West 2. sub region Waterland, operator: Connexxion Noordwest 3. sub region Zaanstreek, operator: Connexxion Noordwest	1. B-Rental (service Noordwijk - Schiphol Airport) 2. SSK (service Alkmaar -Schiphol Airport)	BBA (service Utrecht – Amsterdam and service Utrecht – Uithoorn)
Address	P.O. Box 2131 NL-1000 CC Amsterdam	P.O. Box 2131 1000 CC Amsterdam	P.O. Box 1283 NL-1000 BG Amsterdam	1. P.O. Box 30252 - NL-1303 AG Almere 2. P.O. Box 514 - NL-2003 RM Haarlem 3. P.O. Box 514 - NL-2003 RM Haarlem	1. P.O. Box 150 - NL-2200 AD Noordwijk 2. Smaragdweg 6 - NL-1812 RJ Alkmaar	P.O. Box 3306 NL-4800 DH Breda
Managing Director	J.G. Kroon, C.E.	J.G. Kroon, C.E.	H. Gelissen	1. H.H. Dijkstra 2. J.P.M. Bakker 3. J.P.M. Bakker	1. A.A.J. Beuk 2. S.P. Schilder	
Web site	www.gvb.nl	www.gvb.nl	www.ns.nl	www.connexxion.nl	1. www.beuk.nl	www.bba.nl

Funding of public transport in 2004

For GVB (Amsterdam municipal transport company) only:
Revenue from scheduled services EURO 116 million
Revenues from contracts/government grants EURO 224 million

Supply/Demand Data 2004

	Metro	Urban bus	Tramway
SUPPLY			
Network length (km)	83	422	80.5
Number of lines	4	64	16
Number of stops/stations			
Number of vehicles	106	277	222
Places-km		3,847,900	
Number of operators	1	1	1
DEMAND			
Number of trip (million)	242		
Passengers-km (x 1,000)	940,700*		

* 2002 : 971,700 2003 : 948,000

Fares in 2005

The public transport in the Netherlands (heavy rail excluded) has one national fare system, the 'strippenkaart'. The country is divided in fare zones of approx. the same size and the price of a journey depends on the number of zones ('strippen') a passenger is travelling plus one 'strip' as a kind of entrance fee.

Prices:

single ticket (2 strippen) € 1,60	8-strippenkaart € 6,40 (both sold only in vehicles)	15-strippenkaart € 6,50
45-strippenkaart € 19,20 (presale at tobacconists etc)	local daily pass € 6,40, national daily pass € 12,80	weekly pass € 10,30 € 26,40
monthly pass € 30,75 - 202,65	yearly pass € 341,00 € 2.026,50.	

Children between 4 and 11 and OAPs benefit from a 34% price-reduction on the 15 strippen-kaart and the price of passes. Youngsters between 12 and 18 benefit from this reduction on passes only. There are also combinations with railway-passes, the price depends on the class (1st or 2nd) and the distance of the railway-journey. Average fares in 2005 have been raised by 2,6% (compared to 2004).

Electronic ticketing (see under current developments) will be introduced in 2006/07 and grants public transport authorities the responsibility for assessment of fare policy and the setting of fare levels.

CURRENT DEVELOPMENTS AND PROJECTS

Introduction of competition by public tendering: a new Act on public transport ("Public Transport Act 2000") rules that transport authorities review their relations with the transport operators by the handing out of concessions and by means of a public service contract, starting January 1st, 2002. By January 1, 2006 this Act states that 100% of the turnover of public (bus) transport outside the Greater Urban networks should have been based on a public service contract, conceded after competitive tendering. As per January 1, 2006 35% of the turnover of municipal transport companies should be based on contracts, granted after tendering and as per January 2007 this should be 100%. ROA has advocated that the legal obligation for Amsterdam should be effective no sooner than January 1st, 2009 and preferably by the end of 2011. Parliament discussed for review of the Act in April 2005.

- Public transport in the ROA Region is divided in four sub-regions. The following concessions are defined:

1. Amstelland-Meerlanden (operator Connexxion, contract ends December 2007);
2. Amsterdam (operator GVB, contract ends December 2005);
3. Waterland (operator Connexxion, concession ends December 2005);
4. Zaanstreek.

For the latter sub-region ROA granted a concession after a public tender to Connexxion in June 2004, (contract for 6 years 12 December 2004 – December 2010). (see www.roa.nl). The tender for the sub-region Waterland is now in progress, to be finalized by granting of the concession by June 2005.

- A tender procedure for the Amsterdam concession remains a fail safe-option. Only if incumbent GVB does not comply with the agreement on the new cost-tariffs made in November 2004, resulting in a provisional basis for negotiation of a private contract (see item EMTA News 20), or in case GVB's final bid on a Schedule of Requirements for 2006-2011 falls short, ROA will prepare for a European tender. Tendering becomes mandatory in case the Ministry of Transport refuses to relieve ROA from the obligation to tender out by 2007.

- Still there is a controversy to overcome on the issue of putting the Amsterdam concession out to a tender. The majority of the Amsterdam City Council prefers to keep the GVB under municipal control and await the review of EU-Regulation on Passenger transport and the evaluation of the Public Transport Act 2000, which is foreseen in 2005. After discussion in parliament the Minister of Transport will decide on continuation of competitive tendering for concessions, that are now operated by municipal transport companies.

Electronic ticketing: the Ministry of Transport and the public transport authorities have agreed on the introduction of an electronic ticketing system. First use of the system will take place by a pilot in 2005 in the Rotterdam-area. The implementation nationwide is scheduled in 2007 if the new system has proved to be reliable, available and maintainable. The system is contact-less and based on check in-check out. A migration period in which the 'strippenkaart' is valid beside the electronic ticket is considered inevitable, but this duality of fares should be reduced to a minimum. GVB will start a pilot in the metro in combination with *tourniquets*.

New metro line in Amsterdam
Work on the new North/South line of the Amsterdam metro has officially started on April 22, 2003. The line will run from Amsterdam-Noord, underneath the harbour and the historic city centre, to the railway station Zuid/WTC in the southern (business) district of the city. Since the Spring of 2004 the construction of the 6 new subway stations has started. The preliminary work is more or less completed. Start of operation is now foreseen in 2011. This subwayline connects in 16 minutes the North-district (north of the IJ-river) with the central urban areas in the southern district (Zuid/WTC-station). Investment: € 1,6 billion, the city contributes € 346 million, the amount to be financed after deduction of a lump sum-subsidy from the Ministry of Transport.

New tramline to Amsterdam-IJburg
In the most eastern part of the city a new neighbourhood is being realised on reclaimed land. On May 30, 2005 a direct tram service from penninsular of IJburg to Amsterdam Central Station entered in service (line 26).

Extension of light rail service to Amstelveen
Line 51, the light rail service from Amsterdam Central Station, via the East-metro tunnel, to the municipality of Amstelveen has been extended to a new neighbourhood 'Westwijk". Start of operation September 13, 2004.

New system of public transport subsidies from the Ministry of Transport
The Ministries of Transport and Finance have introduced a new system of subsidies from 2005 on: a lump sum, based on the subsidies in the year 2003 and a subsidy, related to the number of addresses in a region.

- On January 13, 2002 the trunkline of Zuidtangent was put into operation. This high-intensity bus connection southbound of the ROA-region has so far proved to be very successful. This east-west bus trunkline connects the City centre of Haarlem (on the west coast) with the second fastest growing economic area in the region, Hoofddorp, adjacent to the Schiphol Airport-area. From Schiphol eastbound this special fast bus-service runs to the transfer point of Bijlmer in the South-East of the Amsterdam urban area. Fast expansion of international business and employment (megastores and leisure activities) is in progress. Of a total of 41 kilometers on the present connection 25 kms consists of dedicated bus lane of bus way. Improvements are foreseen in the transit area of Haarlem (city centre), the passage in Amstelveen and an extension the to the new neighbourhood of IJburg (latest land reclaim, see above) is planned.

- On railways level a number of infrastructural expansions concerning this part of Randstad are on the verge of completion. By the end of 2006 the doubling of the heavy railway tracks from Utrecht to Amsterdam-South is completed, by which train connections from the south and east of the country to Amsterdam and Schiphol Airport will become increasingly direct, reliable and faster. Part of this big operation is the rebuilding of the Bijlmer train-station, situated next to a large fun area with megastores, shopping malls entertainment centre and cinema and the Amsterdam Arena Stadium, home to the Ajax soccer club.
In May 2007 the High Speed Alliance will start the operation of the Dutch High Speed Line service Amsterdam Central to Brussels and Paris. The construction of the tracks and stations is planned to be completed in April 2007.

In Zaanstad, the second largest city in the north of the City region, an integrated project of an enhanced central bus and train terminal is under construction from 2005 onwards. The project combines a viable urban and sustainable development with improvements of the areas situated alongside the main railway tracks.

BAHIA DE CADIZ SPAIN

REGION

- **Cádiz Bay and Jerez de la Frontera, located in the southwest Spain, is one of the biggest metropolitan areas of Andalucia. Seven municipalities belong to the area of Cádiz Bay: Cádiz (the capital), Chiclana, El Puerto de Santa María, Jerez de la Frontera (the most populated one), Puerto Real, Rota and San Fernando.**
- **It is a metropolitan area formed by several population centres covering a large area of 2.087 km². It is surrounded by a natural park and the most densely populated municipality has 30% of the total population, but it is not in a central position itself.**
- **The Cádiz Bay population varies seasonally.**
- **Since March 2003, the seven municipalities and the regional government have been responsible for public transport in their territory.**

CONSORCIO METROPOLITANO DE TRANSPORTES. BAHÍA DE CÁDIZ (CMTBC)

Missions

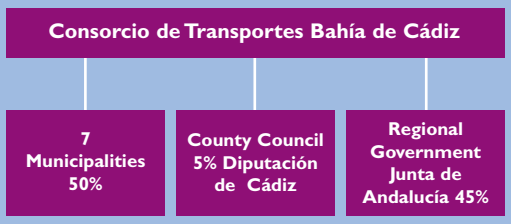
The Consorcio de Transportes de la Cádiz Bay (CMTBC) is the Public Transport Authority responsible for Cádiz Bay and it is supported by the Regional Government (Junta de Andalucía), the Provincial Government (Diputación de Cádiz), and seven municipalities. It was created in March 2002.

Among the CMTBC functions are the following:

- Planning of public metropolitan transport infrastructure.
- Planning and authorising provision of transport services. Definition of routes in the network, stops, timetables and control of the services.
- Coordination, control, inspection, sanction, of the public services, traffic and infrastructure of metropolitan interest.
- Definition of fares framework for the public transport system.
- Management of the electronic ticketing system (integrated-multimodal card).
- Promotion of public transport
- Definition of the amounts to be paid to the transport companies, in order to compensate them, according to the criteria fixed in the Metropolitan Transport Plan.

Organization

The CMTBC president is a representative of the regional Government (Junta de Andalucía).



Budget

CMTBC budget is **5.192.449,69 Euro** in 2005. These funds are used for paying operating costs of public transport operators and CMTBC itself. Infrastructure is not included.

Main revenues: Regional Government (45%), Municipalities (45%), County Council (5%).

CONTACT

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e-mail: gerencia@cmtbc.com - Web site: www.cmtbc.com

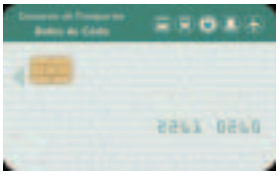
BAHIA DE CADIZ SPAIN

Public Transport System

The public transport system in Bay of Cadiz exceeded 33 million passengers in 2004. The modal share of public transport is 50 % in total motorised transport.

Electronic Ticketing Management (Integrated Card) which was implemented 14/06/04, was a new technological system in Spain and has improved the public transport services.

Public transport is operated by 5 transport companies. A sixth will be operating within the current year and it will be responsible of Maritime Service.



	Suburbain Train (Cercanías)	Suburban Bus	Urban bus	Ships/Ferrys
Management Body	Public Under State Government	Private under public concession	Private under Municipality	Private under public concession
Address	Plaza de Sevilla, s/n. 11006 Cádiz	CMTBC		CMTBC
Managing Director	Enrique Prada	Manuel Moreno Piquero		Manuel Moreno Piquero
Web site	www.renfe.es	www.cmtbc.com		www.cmtbc.com

Supply/Demand Data 2003

	Suburban Train	Suburban Bus	Suburban Ship	Urban Bus
SUPPLY				
Network length (km)	48,8	2.324,5	36	1.230
Number of lines	1	41	2	51
Number of stops/stations	11	191	3	-
Number of operators	1	5	1	6
DEMAND				
Number of trips (million)	3	5	-	-
Passengers-km (million)	-	83,5*	-	-

** From June 16th 2004 to December 31st 2004*

Fares 2004

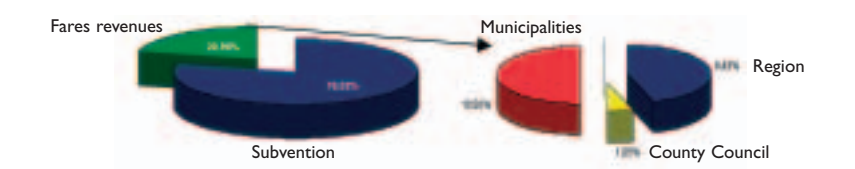
- There are 12 fare zones in Cádiz Bay Region.
- Fares are integrated for every public transport mode using an electronic card with charges ranging from Euro 6 (minimum) to Euro 500 (maximum).
- In Cádiz city, El Puerto de Santa María city and Rota city, trips are also integrated for ferrys

Number of leaps	Final Fares € Single Ticket	Final Fares € Card Discount	Equivalent cost € Transport Card	Equivalent cost € Card Frequent users	Equivalent cost € Card Recurrent users
0	0,8	0,72	0,65	0,62	0,58
1	0,85	0,77	0,69	0,66	0,62
2	0,95	0,84	0,76	0,72	0,68
3	1,15	1,08	0,97	0,92	0,87
4	1,6	1,46	1,31	1,25	1,18
5	1,9	1,74	1,57	1,49	1,41

Funding of public transport in 2003

CMTBC centralizes most of economic resources for public transport operating costs.

Infraestructural investments are made by different governments. In that way, the Regional Government supports the financial needs of the underground rail plans and the National Government manages the suburban rail investments.



Current developments and projects

Maritime Service

Maritime service is our major goal for 2005. The project will demand two ferrys and three maritime terminals. Two ships are already constructed and two others are under construction. The planning date for the startup will be last quarter of 2005.

Lines: Cádiz – Rota – Cádiz
Cádiz – El Puerto de Santa María – Cádiz

Tram-Train Chiclana – San Fernando

The Governing Council of Andalucía declared the project of Metropolitan Interest on 10/02/04. The project, has already been put out to tender and the awarding of the contract is planned for the end of 2005. The total length of the network is 23,61km.
Euro 85,5 million is the capital investment estimated for this project

Quality Opinion Poll

During 2005, we will be interviewing public transport users, to ascertain where improvements can be carried out and what changes or novelties to introduce. The poll will also provide information on whether all the companies operating are complying with the timetables, and previously fixed conditions.

New Buses Adapted for People with Reduced Mobility

2005 is the startup year for adapting all public transport modes to facilitate physically handicapped passengers. The aim is that within a maximum period of ten years, all resources in all transport modes will be totally adapted.

Mobility Study for the Region:

Next year CMTBC will launch an extensive mobility survey to ascertain the real needs of public transport user in Cádiz Bay and Jerez de la Frontera. This new study will update the last one, completed in 1994.

BARCELONA

SPAIN

REGION

- The metropolitan region of Barcelona is made up of 7 counties with a total of 164 municipalities
- Population of Barcelona (2003): 1.58 million inh.
- Area of City: 99.1 km²
- Area of Region: 3,239 km²
- N° of jobs in the Region (2001): 2.19 million
- Annual GDP/inhabitant (2001): 19,309 €

AUTORITAT DEL TRANSPORT METROPOLITÀ (ATM)

Missions

a) Planning public passenger transport infrastructure within its territorial area, defining the characteristics of this infrastructure, programming investment, proposing financing agreements which can be formalised and supervising the corresponding projects in order to verify compliance of planning objectives.
b) Planning services and establishing co-ordinated operating programmes for all the companies.
c) Drawing up and approving a common fare framework within a financing policy which defines the degree to which costs should be covered by income from fares and defining an integrated fare system.
d) Formalising programme agreements with companies providing public transport services within its territorial area.
e) Formalising financing agreements with the public administrations in order to subsidise the service deficit.
f) Collecting income from fares for combined tickets and distributing this appropriately among operators.
g) Controlling income, costs and investment by service companies to the ends specified in previous sections.
h) Exercising the administrative powers with regard to the organisation of services in its territorial area.
i) Advertising, information and user relations.
j) Establishing relations with other administrations in order to better fulfill the ATM's functions.

Organization

The Metropolitan Transport Authority (ATM – Authority of Metropolitan Transport), founded in 1997, is an inter-administrations consortium open voluntary to all authorities responsible for collective transport services in the metropolitan region of Barcelona. Currently, the consorted administrations are the Generalitat de Catalunya (the autonomous government, 51%), the Ajuntament

de Barcelona (the Barcelona city council, 25%) and the Entitat Metropolitana del Transport (the metropolitan transport organisation, 24%).
The **Board of Directors** is the highest directing body of ATM, and it is constituted by 18 members: 9 nominated by the Generalitat de Catalunya, and 9 by the local administrations, 2 representatives of the nation's Government as observers, the managing director and the board's secretary. The conceller (minister) of Territorial Policy and Public Works of the Generalitat de Catalunya is its president, and its two vice-presidents are the major of Barcelona and the president of the Entitat Metropolitana del Transport, or the persons delegated by them.
The **Executive Committee** of the Board of Directors is made up of four members of the Board, two representing the regional government and two representing the founding local authorities. The Executive Committee has the general function of examining and elevating to the Board of Directors proposals.
General Manager: Sr Ramon Seró
Staff: 29 (December 2004)

CONTACT

Responsible person: Xavier Roselló
Address: Muntaner 315-321 - 08021- Barcelona - Spain
Tél : (34) 93 362 00 28 - Fax : (34) 93 362 00 22
E-mail: atm@atm-transmet.org - Web: www.atm-transmet.org

ATM Autoritat del Transport Metropolità

BARCELONA

SPAIN

PUBLIC TRANSPORT SYSTEM

There are 4 main operators in the Metropolitan Region of Barcelona:

- **Transports Metropolitans de Barcelona (TMB)**, provides metro and Barcelona urban bus systems,
- **Ferrocarrils de la Generalitat de Catalunya (FGC)**, runs 3 lines of the urban metro plus 2 suburban lines,
- **Renfe Cercanias**, is the local trains section operated by the Spanish railway company,
- **Tramvia Metropolità**, is a new operator, created in 2001 with a PPP agreement.

Moreover, many suburban lines are run by private companies under concession and agreements with regional government. And more than 25 municipalities have their own urban bus network.

In the whole Metropolitan Region, 38.2% of journeys are carried out by foot, 36.5% by car and the public transport share is 25.4%. The number of transport validations in 2003 was 837.2 millions, uplifting in 4.6% the figures for 2002.

Budget (2004)

The ATM **Budget in 2004 rose to** € 661.04 million, the main expenditures are: Personnel € 1.6 million (0.2%); Purchase of goods and services € 313 million (47.4%); Financial expenses € 2.67 million (0.4%); Current transfers € 304.4 million (46.1%); Investment € 0.79 million (0.9%); Capital transfers € 38.6 (5.8%).

Main revenues: Rates and other revenues € 312.90 million (47.3%); Current transfers € 310.79 million (47%); Capital transfers € 37.34 million (5.6%).

	TMB		Tramvia Metropolità Tramway	FGC Metro and local train	RENFE Local train	Suburban Bus
	Urban bus	Metro				
Management Body	Public under municipality		Private under ATM Concession	Public under Regional Government	Public under State Government	Private, under Public Concession
Address	C/ 60 N.21-23, P.Ind Zona Franca		Corsega, 270 Barcelona	Av. Paul Casals, 24 Barcelona	Estació de Sants Barcelona	
Managing Director	Constantí Serrallonga		Javier Vizcaino	Joan Torres	Josep Manau	
Web site	www.tmb.net		www.trambcn.com	www.fgc.net	www.renfe.es	

SUPPLY/DEMAND DATA 2003

Railways	Lines	Network (km)	Stations	Trains
TMB Metro	6	87	123	104
FGC	3	144	71	68
Renfe Local trains	4	426	104	168
Tram Baix	3	12	25	15
Tram Besos	1	5	10	5
Total	**17**	**673,4**	**333**	**360**

Buses	Lines	Network (km)	Stops	Buses
TMB Urban Buses	104	890	2353	1.010
Interurban buses	263	6.000	7000	675
Other urban buses	72	521	nd	nd
Total	**439**	**7.410,7**	**7157**	**1685**

	Network (km)	Vehicles
Total	**8.084,1**	**2.045**

Operator	Journeys Year 2004	Journeys Year 2003	% Increase 2004/2003
TMB Metro	332,00	321,37	3,31%
TMB Urban Buses	203,70	190,45	6,96%
FGC	73,00	70,03	4,24%
RENFE Local Trains	112,00	110,87	1,02%
Other buses	116,47	107,33	8,52%
Total	**837,17**	**800,05**	**4,64%**

Journeys in millions

Funding of Public Transport in 2003

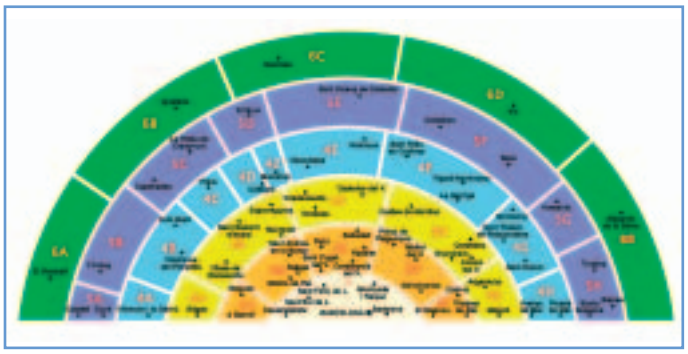
As the budget shows, the transfers from the different Administrations that own the ATM Consortium rose to 47% of the total income, i.e. 310.79 million €. This figure is a 19.4% bigger in 2004 than it was in 2003.

Central Integrated Railway Network

Fares 2004

ATM has developed a new integrated fare system which has entered into force in the year 2001. This project is of vital importance for public transport in the metropolitan region, as it represents a substantial improvement to the features of the service provided and enables users to see all the different operators as forming part of a single, global system.

Geographic area covered: 202 municipalities and 4.8 million inhabitants. Divided into 6 rings and different sectors. A "fare zone" consists of the intersection between rings and sectors.



Map of fare zones

(Euros)	1	2	3	4	5	6
10-trip ticket	6.00	12.00	16.60	21.30	24.40	26.10
50-trip ticket	25.00	41.90	58.80	73.20	86.75	96.20
Monthly ticket	38.80	55.85	75.50	89.95	103.55	109.90
1-Day ticket	4.60	7.20	9.15	10.30	11.65	12.90
Familycard	36.70	51.80	71.00	87.65	100.35	107.75
Quartercard	106.70	153.70	207.85	247.85	282.55	292.55
Youthcard	90.65	130.60	176.65	210.65	240.20	248.75

Current developments and projects

New tramways

Two tramway networks were put into operation during 2004.

The Diagonal-Baix Llobregat network was opened on 3rd April and serves 6 municipalities including Barcelona.

Its total length is 15.8 km with 28 stations, 6 of which are connected with metro and local train. It consists of 3 lines, T1, T2 and T3.

The overall investment was 245.7 million €, including infrastructure, systems, expropriations, city development and rolling stock (Alstom Citadis 302, length 32m).

The tram is fully adapted to people with reduced mobility and the fares are integrated in the transportation system.

The expected demand in the first year was 7.6 million users. After 8 months of operation, it is likely that this figure will be overcome. The average expected demand is 16.9 million users/year.

The other network, the Sant Martí-Besòs tram opened partially on 8th May. Only one line is in service, the T4, although the total length, when in service, will be 14.1 km and 27 stations. All the characteristics of the infrastructure and rolling stock are the same in both networks, so that they can get unified in the near future.

BERLIN-BRANDENBURG GERMANY

REGION

- The two federal countries Berlin and Brandenburg are the capital region of Germany.
- Population of Berlin City: 3.5 million inh.
- Population of Berlin and Brandenburg: 6 million inh.
- Area of Berlin: 890 km²
- Area of Berlin-Brandenburg: 30.367 km²
- Local Governments in Berlin-Brandenburg: 2 regions, 14 counties and 5 cities (incl. Berlin)

VERKEHRSVERBUND BERLIN BRANDENBURG (VBB)

Organization

The Verkehrsverbund Berlin-Brandenburg, VBB, is a company run by the Bundesländer (Federal States) of Berlin and Brandenburg and the Landkreise and kreisfreie Städte (municipal districts and towns) of Brandenburg responsible for public transport. Officially founded on 30th December 1996 it can trace back its roots as far as to the Unification Contract between the once two Germanys in 1990. Feeling the necessity to reconnect Berlin to the surrounding Brandenburg and vice versa, significant efforts have been taken so far. The public transport companies of Berlin, Potsdam and several companies servicing the area surrounding Berlin have started co-operation soon after the Wall came down by introducing a partnership including a first kind of common fare system. The common interests of the Bundesländer of Berlin and Brandenburg to handle the aspects of public transport together led to the introduction of the Verkehrsverbund as a common public transport authority.

It is to convert the extraordinarily heterogene structure of public transport in Berlin and Brandenburg into a well co-ordinated one _ together with a common fare system. Thus it will offer an integrated public transport system within its area including the services of most of the public and private public transport companies of Berlin and Brandenburg comprising bus services, tram services, the Berlin Underground, the S-Bahn, the regional railways and even ferry services run by the local public transport companies and the Deutsche Bahn AG (German Railways). Compared to other unions of public transport of that kind the VBB is the only one in Germany to cover the territory of two Bundesländer (Federal States) and by this it is the largest one in Germany as well. The VBB serves an area of 30.370 sq km with 6 Mio inhabitants, round about 360 stations and a railway network of 2.900 km.

CONTACT

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Director: Hans-Werner Franz
Tel: 00 49 30 254 14 100 - Fax: 00 49 30 254 14 111
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Missions

Main tasks of the Verkehrsverbund Berlin –Brandenburg are:

- Co-ordination of the services by the public transport companies and better connections between them.
- ntroduction and development of a common fare system for all companies in the VBB area.
- Improvement and quality control of public transport services. Standardisation. Information service.
- Assistance to the authorities in charge of public transport, e.g. planification and ordering of regional railway services.

The aim is an integrated public transport service that handles the requirements of a metropolitan area like Berlin as well as it meets the interests of the rural communities in the countryside of Brandenburg. This requires the development of common concepts suitable and flexible enough to adapt to the specific problems of both of these very different backgrounds.
Since 1st April 1999 the introduction of the common fare system had concluded the introduction of the VBB as a new partner in mobility to the people and guests of Berlin and Brandenburg.

Public transport System

Partner of the VBB are 43 local and regional public transport operators, among them: DB Regio AG, S-Bahn Berlin GmbH and BVG – Berliner Verkehrsbetriebe AöR, PEG – Prignitzer Eisenbahn GmbH.

S-Bahn and Metro Network Map for Berlin

Regional Network Map for Berlin and Brandenburg

Supply/Demand Data 2003/2004

	Heavy rail 2003	Metro 2004	Tramway 2003	Bus 2003	S-Bahn 2003
SUPPLY					
Network length (km)	2780	144	303	11.064	329
Number of lines	55	9	49	1030	14
Number of stops/stations	360	170	551	13111	164
Number of vehicles	420	1391	764	2778	705
Number of operators	2	1	7	25	1
DEMAND					
Number of trips (million)	42	457,9	167	468	315
Passengers-km (million)	1061	2193	529	2354	3000

(own data of the transport enterprises)

FARES 2004

The basis of the VBB-fare structure is a distance-dependently regional area fare which offers solutions for every demand. The fare-structure is differentiated in

Cash fare → fareprices calculated according to the distances travelled through in regional areas

Season tickets → main fareprices calculated according to the local unit areas

Both with target-group-specific offers, special local arrangements and house fares in limited ranges are possible.

- Individual ticket: between 0.60 € to 30.90 €
- Daily ticket: between 1.10 € to 61.80 €
- Weekly ticket: between 4.50 € to 55.10 €
- Monthly ticket: between 14.50 € to 154.10 €
- Annual ticket: between 137.30 € to 1,464.00 €

FUNDING OF PUBLIC TRANSPORT IN 2003

Ticket revenues within Berlin and suburbs

- Regional railways incl. S-Bahn and public road transport (bus, tram, U-Bahn) → 646 million €

Ticket revenues in Brandenburg

- Regional railways incl. S-Bahn and public road transport (bus and tram) → 160 million €*

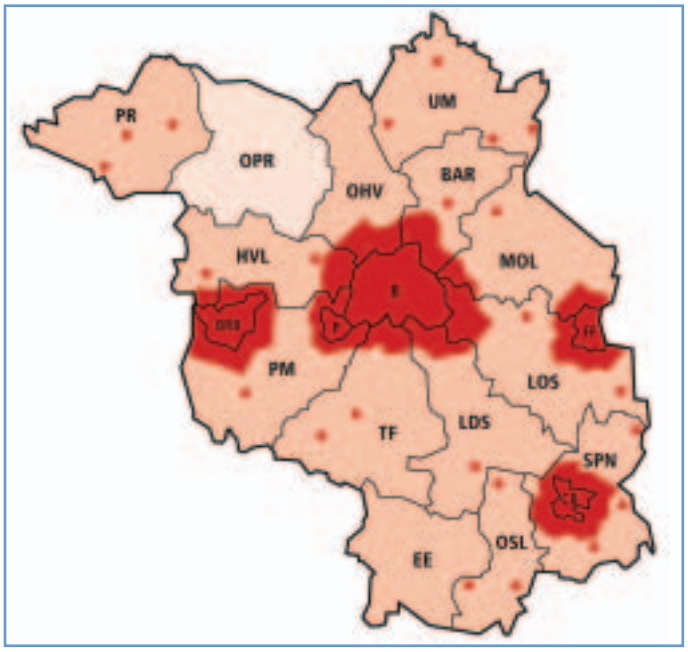
** only party containing pupil tickets, student tickets and house rates*
Source : revenues announced by the transport companies for purpose of revenue division

Ticket revenues in Berlin and Brandenburg

- Regional railways incl. S-Bahn and public road transport (bus, tram, U-Bahn) → 806 million €

Subsidies for local and regional public transport

- Berlin → 373,62 million €
- Brandenburg → 390,98 million €
- Total → 373,62 million €



CURRENT DEVELOPMENTS AND PROJECTS

Impuls 2005
Integrated mobility planning, implementation, guidance and services for a new integrated public transport system and innovative management and information systems and services for rural areas in the region of Berlin-Brandenburg - Project financed by conveyances of the German Research Ministry.

EU-Spirit
EU-Spirit is a European travel information system offering the calculation of itineraries between European cities and regions with regard to public transport. EU-Spirit is a compilation of already existing internet-based information systems for short and long distance public transport. It is used in such cases as when a customer is in need of an itinerary between different European regions. Currently partners from Denmark, Sweden and Germany are involved. The continuous operation of EU-Spirit is financed through the partners.

DELFI
DELFI is a German travel information system offering the calculation of itineraries between the German Federal States with regard to public transport. DELFI is a compilation of already existing internet-based information systems for short and long distance public transport. It is used in such cases as when a customer is in need of an itinerary between different German regions. DELFI is going to be the official public transport information system of the soccer worldcup 2006 in Germany.

INTERREG III-A-Project "Joint Transportation Management Berlin/Brandenburg - Lubuskie"
The project aims to develop public transport services between the Berlin/Brandenburg region in Germany and the Lubuskie region in Poland. The project covers three phases:

1. An integrated public transport planning approach in order to ameliorate the cross border links in public transport by rail and by bus.
2. Detailed investigation of two railway links between Germany and Poland (i.e. the railway links Berlin - Kostrzyn - Gorzow and Zielona Góra - Guben)
3. Support in building up a railway public transport executive in the Lubuskie-region.

Project partners are the Verkehrsverbund Berlin-Brandenburg GmbH as lead partner, the Lubuskie Region (Urzad Marszalkowski Województwa Lubuskiego) and the Ministry of Infrastructure and Transport in Brandenburg.
The project runs from April 2004 until September 2005. Results will be presented to the public at a final conference at the end of the project.

BILBAO

SPAIN

REGION

- Bizkaia is one of the Regions of the Basque Country. It has 1,136,000 inhabitants living in 111 municipalities and covers a surface of 2,217 km².

- Its capital city is Bilbao, a city of 353,000 inhabitants on 41.3 km². The Metropolitan Area of Bilbao has a population of 878,000 inhabitants in 26 municipalities covering 364,8 km². Other municipalities are Barakaldo (95,000 inhab.) and Getxo (85,000 inhab.).

- N° of jobs: 442,000

- Bizkaia annual GDP/inhabitant : 17,791 €

- Local Governments in the Region: 111 municipalities

BIZKAIO GARRAIO PARTZUERGOA
CONSORCIO DE TRANSPORTES DE BIZKAIA

Missions

The powers set out to CTB are as follows:

- To assist with financing the Bilbao Metropolitan railway infrastructures, and carrying out general superstructure and fittings projects.
- To operate the Bilbao Metropolitan Railway through Metro Bilbao S.A., a publicly-owned company in which the Bizkaia Transport Consortium holds 100% of the shares
- To ensure sound operation of the transport system in Bizkaia province, taking any measures required in conjunction with other authorities.
- To exercise any authority invested in the Consortium by virtue of a plan for arrangement and co-ordination of public transport in Bizkaia.

Organization

- Date of creation: 1975.
- Status: Local company with participation of the Basque Government, Bizkaia county government (Diputación Foral de Bizkaia), municipality of Bilbao (Ayuntamiento de Bilbao) and other municipalities.

The Consorcio de Transportes de Bizkaia was created in December 1975 as an organisation independent from its members. Its budget comes from the Basque Government, the Diputacion Foral de Bizkaia and from operations.

The Board has 26 members:

- Basque Governement: 13 members
- Bizkaia county government (Diputación Foral de Bizkaia): 2 members
- Municipality of Bilbao (Ayuntamiento de Bilbao): 2 members
- Other municipalities: 9 members

Current President of the Consorcio de Transportes is the general county councillor (Diputado General) de Bizkaia and the Vice-President is the Mayor (Alcade) of the Municipality of Bilbao.

Budget

CTB budget amounted to 217.24 million Euro in 2005.

The institution must finance work on the Bilbao Metropolitan Railway, subsidise any operating deficits in the Metro, absorb finance relating to outstanding debt and deal with any other investment or expenditure in connection with its powers.

CONTACT

Managing Director: Juan Cruz Nieves

Address: Ugasko 5 bis, 1 - 48014 Bilbao

Tel: 34 94 476 61 50 - Fax: 34 94 475 00 21

E-mail: partzuergoa@cotrabi.com - Web: www.cotrabi.com

ctb

Public Transport System

2002 mobility study shows us that Bizkaian population makes 2.900.000 trips a day, of which a 57% are motorised.

Public transport modal share is 43% of motorised mobility. In Bizkaia users of public transport have arisen from 150 million passengers in 1998 to 178 million passengers in 2004; which represents a yearly average increase of 3.5%.

Transport Network Map

Funding of public transport in 2005

The Consortium's overall finance scheme is set out in the Finance Plan, a document providing a scenario of almost 40 years, a balanced and feasible system, and this is why current decisions are assessed as to their impact on finance.
The Finance Plan stabilises economic providing funds from the Basque Government and the Provincial Council of Bizkaia at around 40 million euros.
Providing funds peaked at 42.07 million between the year 2005 and 2014, whereupon it began to level off.

	Urban bus. Bilbobus	Metro Bilbao	Suburban Rail			Suburban bus	
			RENFE	FEVE	Euskotren	Euskotrenbus	Bizkaibus
Management Body	Private under Bilbao Municipality	Public Under CTB	Public under State Government		Public under regional government		Public + Priv under County Government
Address	Compo Volantin 1, 5 48007 Bilbao	C/ Navarra, 2 ES-48001 Bilbao	Plaza Circular, 2 - 3 48008 Bilbao	Bailen 2 48003 Bilbao	C/ Atxuri, 6 ES-48006 Bilbao		Iparragirre, 21 - 1, ES-48009 Bilbao
Director	Fernando Gonzalez Vara	Josu Sagastagoitia	Julian Padierna	José Antonio Lopez	Jose Miguel Mugica		Alberto Mostajo
Web site	www.bilbao.net ("Bilbobus")	www.metrobilbao.net	www.renfe.es	www.feve.es	www.euskotren.es		www.bizkaia.net (BIZKAIBUS)

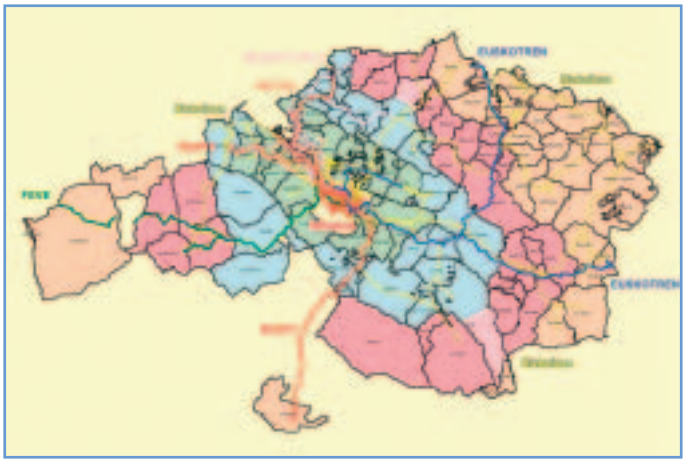
Supply/Demand Data 2003

	Metro	Urban bus	Suburban bus	Suburban rail	Tram	Comment
SUPPLY						
Network length (km)	34,24	89	3.359	197,43	4,9	–
Number of lines	2	38	102	7	1	–
Number of stops/stations	32	457	2.595	105	12	–
Number of vehicles	37	136	321	51	7	–
Places-km (millions/year)	2.299	527	2.540	521*	21,50	*ET only
Number of operators	1	1	5	3	1	–
DEMAND						
Trips-year (1 motive = 1 trip) (millions)	70,1	21,9	34	–	1,08	–
Stages/year (millions)	72,6	24,1	37	Renfe : 24,9 Euskotren : 7,3 Feve : 1,8	1,1	
Passengers-km (millions)	479,9	72	348	111,2*	3,6	*ET only

Fares in 2004

A common zoning scheme was approved in the year 2001, and this is the target reference for the operators. .

The launch of the **Creditrans Uniform Ticket** (Billete Único) in 2000 was the first effective step in this direction following the agreements. **Creditrans** is a ticket with money to be used for travel, and each mode of transport deducts its fares for the journey made. The amount charged is that set out in each mode for "season" tickets (bonos). The Creditrans allows passengers to change modes at lower prices, since 20% of the total price of the combined journey is deducted by the second operator.



Map of fare zones

Price in Euro	1	2	3	4	5
Metro Bilbao					
Single Ticket	1.10	1.25	1.35		
Creditrans	0.60	0.71	0.81		
Monthly	24.50	29.50	34.00		
Eusko Tren					
Single Ticket	1.05	1.25	1.60	2.10	2.70
10 trips	6.90	8.50	11.20	14.70	18.90
Monthly	20.60	25.00	31.00	42.00	48.60
Renfe					
Single Ticket	1.00	1.00	1.10	1.65	2.05
10 trips	6.00				
Monthly	20.35	20.35	24.55	36.10	42.20
3 months	86.05	86.05	97.50	114.20	
Feve					
Single Ticket	0.90	1.10	1.55	1.85	2.60
10 trips	6.35	8.45	12.65	14.85	21.05
Monthly	35.05	39.20	43.30	49.50	63.90
Biskaibus					
Single Ticket	0.95	1.10	1.50	2.00	2.75
Creditrans	0.70	0.85	1.10	1.50	2.00
Bilbobus					
Single Ticket	0.85				
Creditrans	0.47				

Current developments and projects

EuskoTren and FEVE join Creditrans ticket scheme

The EuskoTren and FEVE rail companies have announced they are joining the Creditrans single-ticket scheme in 2005. The first line added to the scheme is Bilbao-Lezama from Bilbao to the Txorierri valley - 15.8 km and 14 stations - with the subsequent addition of Bilbao-Ermua and Bilbao-Bermeo. FEVE's Bilbao-Balmaseda service runs from the city to Las Encartaciones over 33 km through 18 stations. This means that the only large operator not using the scheme is RENFE and its three local lines, although the matter is now being discussed. Companies using Creditrans account for 80% of all public transport users in Bizkaia.

New Metro stations opened to the public

Metro Bilbao's new Sestao and Etxebarri stations were opened on 8th January 2005. Etxebarri station has a dissuasory car park. Metro Bilbao consists of 2 lines, running a total distance of 36.4 km through 34 stations, 12 of which share the San Inazio-Etxebarri routing for 7.8 km. Building plans for the metro envisage a total of 41 stations over 44 km.

First tram line completed

Bilbao's "EuskoTren" service on the first line between Atxuri and Basurto commenced in July 2004. The line has 12 stations / stops over 4.9 km. Plans are currently being made to extend the tram system around Bilbao and the metropolitan area.

BARIK contact-free card

A contact-free card pilot test was performed in 2004 for the Bizkaia Transport Consortium. 700 users of Bilbobus, Bizkaibus, Metro Bilbao and EuskoTren services took part in the test. A dual-interface card issued via the BBVA and BBK banks was used for the tests, whereby charging was handled by the banks and by Metro Bilbao ticket machines. The result was extremely satisfactory, and the Transport Consortium is currently examining the final solution and time factors.

Small lines join the Creditrans system

Two small bus lines Etxebarribus and Soplebus, and the public lift of Ereaga have joined the Creditrans system in June 2005.

WEST MIDLANDS UNITED KINGDOM

7 districts including Birmingham

REGION

- The West Midlands is made up of seven Local Authority areas.
- These Local Authorities are: Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.
- Birmingham is the largest of the Local Authority areas and is the second largest city in the United Kingdom.
- Population of Birmingham (2001): 0.98 million inh.
- Population of the West Midlands (2001): 2.56 million inh.
- Area of West Midlands Metropolitan Area: 902 km²
- N° of jobs (2001): 1 million
- Contribution to National GDP: West Midlands contributed £63.5 billion to the UK's GDP (8.2% of the total).

WEST MIDLANDS PASSENGER TRANSPORT EXECUTIVE (CENTRO)

Missions

To increase the use of public transport through partnership to improve the economic, environmental and social well-being of the West Midlands.

Centro's three main objectives are:

- Providing people with the opportunity to use public transport and providing real alternatives to car journeys by linking up all types of travel,
- Improving the quality of public transport services and facilities,
- Communicating the availability and benefits of using public transport and its importance to the development of the West Midlands.

Organization

Date of creation: 1986

Status: Public Corporation; Staff: 300

The West Midlands Passenger Transport Executive (Centro) and the West Midlands Passenger Transport Authority (WMPTA) work in partnership to develop public transport in the region. The WMPTA is made up of 27 elected members from the 7 district councils who set the political and financial framework for the WMPTE (Centro). WMPTE (Centro) then put these policies into action, by using money raised from council tax payers, Government and private sector finance. WMPTE (Centro) works in partnership with the Local Authorities, bus, rail and tram operators and the general public to bring about improvements in the public transport network.

Budget

Capital expenditure is investment designed to improve public transport facilities and to be of lasting value.

Capital budget (2002/2003) € 33,79 million:

Expenditures:

Midland Metro future routes (€ 2.04 million); Rail (€5.22 million); Bus (€ 9.55 million); Information (€ 1.18 million); Other (€ 4.61 million); Multi-modal study (€ 4.30 million) Bus showcase (€ 6.88 million)

Finance:

WMPTA Borrowing (€ 22 million); Capital receipts (€ 32 million) Revenue resources (€0.14 million)

CONTACT

Responsible person: Rob Donald
Address: Centro House 16 Summer Lane -B19 3SD Birmingham - United Kingdom
Tel : 44 (0)121 200 2787 - Fax : 44 (0)121 214 7010
E-mail : johnsidebotham@centro.org.uk - Web site: www.centro.org.uk

CENTRO

WEST MIDLANDS UNITED KINGDOM

7 districts including Birmingham

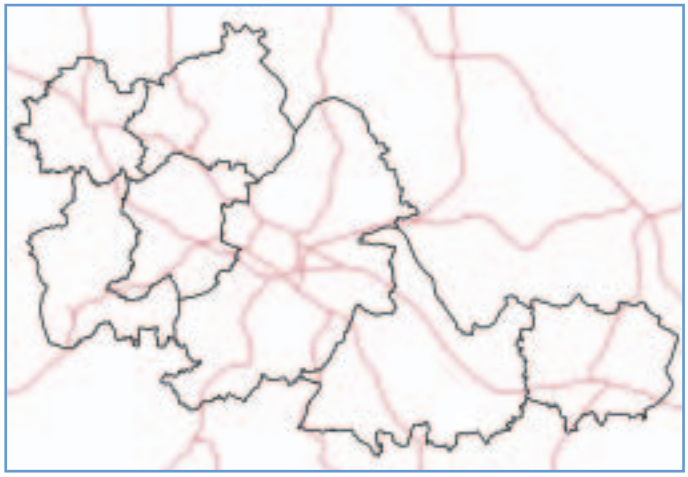
PUBLIC TRANSPORT SYSTEM

General description: In 2002/2003, 332 million bus passenger journeys, 26.4 million rail journeys and 4.9 million Metro journeys were made within the West Midlands Metropolitan area.

- **Bus:** Over 90% of bus services in the West Midlands county are operated on a commercial basis by over 40 private operators. Travel West Midlands operates over 80% of the bus mileage in the West Midlands. Centro works with bus companies, local authorities and others to continuously improve the quality of bus services in the West Midlands.

- **Rail:** Central Trains Ltd operates the majority of local rail services in the West Midlands under a franchise agreement with Centro, the National Express Group (NEG) and the Strategic Rail Authority (SRA). The franchise was awarded in March 1997 and will run until March 2006.

- **Metro:** Metro Line One has been operating since May 1999. Altram, a consortium of Ansaldo Trasporti, Laing and Travel West Midlands, operate Line One under a 23 year concession let by Centro.



Heavy rail network in the West Midlands Met Area

Metro Line One

SUPPLY/DEMAND DATA 2002/2003

INDICATOR	HEAVY RAIL	METRO	BUS
SUPPLY			
Network length (km)	186.0	20.0	-
Number of lines	8	1	900
Number of stops/stations	71	23	–
Number of vehicles	112	16	2,200
Number of operators	5	1	50
DEMAND			
Number of trips (millions)	26.4	4.9	332

FUNDING 2002/2003 (£ m)

Rail Grant	25,493
Deed of assumption	4,292
Rural bus grant	0,111
PTA Levy	113,570
DETR Co-ordinator	0,030
Use of reserves	0,162
TOTAL FUNDING	**143,658**

FARES 2003

West Midlands is divided into five fare zones.

- The maximum peak fare for the main bus operator is 1.87 €.
- The price for multi-modal, multi-operator day ticket rise to 7.18 €.
- Off-peak day tickets are available for adult (€ 5.75), child (€ 3.59) and families (groups up to 6 people not more than 2 of whom 16 or over) (€ 9.34).

Network map

Prices (£ sterling)		Fare Zone					
		1	1-2	1-3	1-4	1-5	2-5
Centro Card	weekly	20,11	21,55	22,98	25,14	27,29	22,98
	monthly	67,52	71,83	79,01	86,19	91,94	79,01
	13 weeks	206,86	221,22	238,46	258,57	280,12	238,46
	yearly	718,25	761,35	833,17	897,81	962,46	833,17
	Student (one term)	226,95					
Railmaster	weekly	8,62	9,48	16,09	19,68	21,83	16,09
	monthly	32,32	35,91	53,7	68,23	73,26	53,87
	yearly	323,21	359,13	573,16	666,54	716,81	573,16
Busmaster	bus weekly	18,53					
	bus monthly	65,58					
	bus + metro weekly	22,12					
	bus + metro monthly	77,79					

CURRENT DEVELOPMENTS AND PROJECTS

High quality park & ride facilities in the West Midlands. Centro is dedicated to improving the attractiveness of park and ride facilities for car drivers. To this end, it has devised a programme of site upgrades to meet National Security Standards for "Secured Car Parks" sponsored by the Association of Chief Police Officers (ACPO). The upgrades will include monitored CCTV, help points, public address and high quality lighting. A major programme to expand video-monitoring and lighting coverage at all Centro car parks is now in progress. All Centro-controlled car parks will ultimately be linked to the Network Safety and Security Centre located in central Birmingham.

A Centre of Excellence Award for Integrated Transport Planning was awarded to Centro together with partners, Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton local authorities. The award recognises the efforts of local authorities in planning integrated transport including ground-breaking ways to improve local transport.

A £4 million funding bid was won to enhance Bus Information during 2002. Of the £4 million, Government is funding over £2 million, Travel West Midlands a further £1 million and the remainder will be funded by Centro. The project will enable no fewer than 300 bus shelters to be fitted with Real Time Information (RTI), a system where satellite technology is used to tell waiting passengers their next bus at that stop and the time it will arrive. The final phase of the project will allow passengers to 'call a bus stop' whereby RTI will be text messaged to their mobile phone.

The Urban Bus Challenge saw two schemes launched in 2002/2003, the introduction of the Safer Transport for Children and Women, and the Community Transport Prison Visiting Service. The Safer Transport for Children and Women project was formally launched at The Priory in Dudley in September 2002. The Community Transport Prison Visiting Service is a pilot project working with the Prison Service and was introduced in Summer 2002 to Ashwell and Stoken Prisons in Leicestershire. This pilot service was expanded in September 2002 to cover Stoke Heath Young Offenders Institute and the prisons at Hewell Grange, Brockhill and Blackenhurst.

The first ever TravelWise Week took place across the West Midlands in September 2002. TravelWise Week is a West Midlands campaign aimed at creating greater awareness of the alternatives to single-occupancy car use and promoting sensible car use. The Centro exhibition bus and its crew supported events aimed at promoting sustainable transport throughout the region and a poster campaign encouraged rail users to car share to Centro Park and Ride sites.

BRUSSELS

BELGIUM

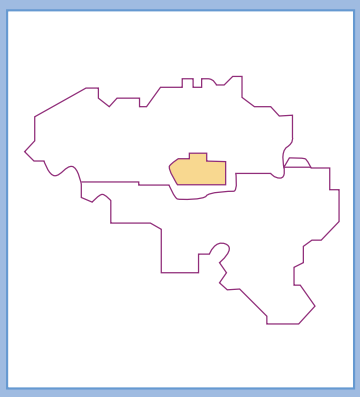
REGION

- The Region of Brussels is one of the three Regions making up federal Belgium since 1989.
- Population of the Region (2004): 1 million inh.
- Surface: 160 km².
- The Region is the core of a metropolitan area of 2.5 million people in a radius of 30 km.
- The Region is managed by a council elected by the inhabitants. It has 19 municipalities on its territory.

MINISTRY OF THE REGION OF BRUSSELS-CAPITAL

Missions

Like the other two Belgian Regions, the Region of Brussels-Capital is in charge of transport policies. The Administration de l'Equipement et des Déplacements is the department of the Region in charge of defining and implementing the policies in the field of transport and communications. More precisely, it defines the Region plan of mobility (Iris Plan) and signs the contract of service with STIB, the company belonging to the Region in charge of operating the public transport services on the territory of Brussels.



PUBLIC TRANSPORT SYSTEM

Metro, tramway and urban buses are operated by **STIB**, a public company belonging to the Region of Brussels. STIB has 6,000 employees and its turnover reached € 323 million in 2002. (www.stib.be)

Suburban buses are operated by TEC: (www.tec-wl.be) and De Lijn: (www.delijn.be) the public companies in charge of public transport systems in the Walloon and Flemish Regions.
Heavy rail services are operated by SNCB, the national railway company in Belgium: (www.b-rail.be).

Map of metro network

CONTACT

Address: Ministère de la Région de Bruxelles Capitale
Administration de l'Equipement et des Déplacements
Direction de la Politique des Déplacements
Rue du Progrès 80 boîte 1 - B-1030 BRUXELLES
Tel: + 32 2 204 19 27 - Fax: + 32 2 204 15 10
E-mail: tduquenne@mrbc.irisnet.be - Internet: www.bruxelles.irisnet.be

BRUSSELS BELGIUM

Supply/Demand Data

	Heavy rail	Underground	Tramway	Urban bus	Suburban bus
SUPPLY					
Network length (km)	210	39	203	432	260
Number of lines	-	3	17	45	54
Number of stops/stations	100	68	2,124	2,124	-
Number of vehicles	-	90	292	953	120
Places-km (millions/year)	-	3,751	1,892	2,218	-
Number of operators	1	1	1	1	2
DEMAND					
Number of trips (million)	-	105,5	66,4	67,3	-

Fares in 2004

- **Single ticket:** € 1.40
- **5-trip ticket:** € 6.50
- **Season tickets urban/urban & suburban:**
  - 1-day ticket: € 3.80 / € 3.80
  - 1-month ticket: € 35 / € 39
  - 1-year ticket: € 350 / € 390

Funding of public transport in 2004

- **Traffic revenue:** € 145 million.
- **Funding from Ministry of Bruxelles Capitale:** € 272 million
- **Operating expenses :** € 478 million
- **Funding of operations by passengers :** 44%

Current developments and projects

Extension of metro lines and Express Rail Project:
The second line of metro is being extended by 800 metres. The new section will enter in service in 2006. On a longer term, a project of express rail (RER) is on the way. The aim is to have by 2012 an efficient network of 8 heavy rail lines representing 575 km of tracks, 130 stations, 25 million trips per year (double of current figures).

New organisation of tram services:
In parallel with the metro extension plans, the tram network will be reorganised by 2008. Public consultation took place in June 2005. Among others, one principle is to reinforce the northern-southern axis: at the moment, 5 routes serve this link. In the future plan there will be only 2, but with a higher level of service. Another principle is to organise connections between tramlines coming from the suburbs and principal stations of metro. These line will no longer enter the city, but it will allow a better level of service and better frequencies on average.

DUBLIN

IRELAND

REGION

- **Population of the Greater Dublin Area (2004): 1,53 million inhabitants**
- **Area of the City: 117.8 km²**
- **The Greater Dublin Area comprises the local authority areas of Dublin Corporation and the counties of Fingal, South Dublin and Dún Laoghaire-Rathdown (the Dublin Region), and the counties of Kildare, Meath and Wicklow (the Mid-East Region).**

DUBLIN TRANSPORTATION OFFICE (DTO)

Missions

The Dublin Transportation Office aimed not just to provide another report on a shelf but an ongoing planning process. It makes a continuous input to transportation planning and land use policy through a team of engineers, planners, GIS officers and administrators who specialise in Transportation Planning , Transportation Modelling , Traffic Management and Land Use Planning.

Organization

The Dublin Transportation Office (**DTO**) was established in 1995 to coordinate the implementation by the relevant agencies of an agreed integrated transport strategy for the Greater Dublin Area, namely The Dublin Transportation Initiative (**DTI**) which was adopted as government policy in 1994.
The business of the office is managed and controlled by the Director. Overall responsibility for the office rests with the Steering Committee appointed by the Minister for Transport.

CONTACT

Address: Hainault House - St Stephens Green 69-71, DUBLIN 2

Director: John Henry

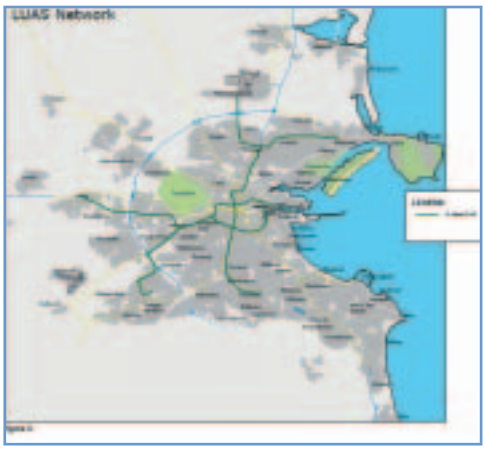
Tel: 00 353 1 4778 1000 - Fax: 00 353 1 4778 5935

E-mail: johnh@dto.ie - Internet: www.dto.ie

Public Transport System

Public transport provides nowadays 70.000 trips in the morning peak hour. LUAS is the on-street light rail system in Dublin and METRO is another light rail system but this one has completely segregated platform.
DART is the suburban rail company of the council.

	Urban bus	Tram	Suburban Rail	Suburban Bus
Management Body	Public under municipality	Public -Private partnership	Public under National Government	Private under public concession
Address	59 Upper O'Connell St. Dublin 1	Red Cow Rounabout, Clondalkin. Dublin 22		Busaras Store Street. Dublin 1
Web site	www.dublinbus.ie	www.luas.ie	www.irishrail.ie/dart	www.buseireann.ie



Fares 2005

The single fares vary with the itinerary selected. There are prepaid cards for rail, luas and bus.

Fare in Euro	Rail	Bus / Rail	Luas / Rail
1 Day			
Standard	6.50 €	8.20 €	7.50 €
Mensual			
Standard	92.00 €	105.00 €	112.00 €
Young	66.00 €	74.00 €	90.00 €
Annual			
Standard	790.00 €	910.00 €	1120.00 €

Current developments and projects

It will be created an **integrated public transport network** comprising the following principal components:

- an improved DART/Suburban rail network including improved passenger carrying capacity on the existing network and the development of more tracks on existing alignments, an interconnector between Heuston Station and East Wall and other new rail lines;
- an extension of the on-street light rail network (LUAS);
- the development of a higher capacity segregated light rail network (METRO);
- a much expanded bus network, comprising an integrated mesh of radial and orbital services and a substantial increase in passenger carrying capacity;
- a package of measures designed to improve the integration and attractiveness of the public transport network, including park and ride facilities, integrated fares and ticketing, quality interchange facilities and improved passenger information.

Quality Bus Network (QBN) will consist of radial and orbital Quality Bus Corridors and additional bus priority measures. In general, the design of the network will offer a clear advantage to public transport over private vehicles so as to ensure competitive and reliable door-to-door journey times. The target design speed for public transport services in the Quality Bus Network will remain at 22kph.

REGION

- **Population of RMV: 5 million inh.**
- **Population of Frankfurt: 0.7 million inh.**
- **Area of RMV: 14,000 km²**
- **Number of jobs: 1.9 million**
- **Local Governments in the Region: 15 counties and 11 cities**

RHEIN-MAIN-VERKEHRSVERBUND (RMV)

Missions

The Rhein-Main-Verkehrsverbund (RMV) has six different divisions within its organisation.

- Planning develops the Integrated Timetable (ITF). The ITF is an instrument designed to offer optimum connections. This division elaborates a public transport development plan.
- The Ordering and Contracting division maintains RMV's efficiency and is also responsible for the quality check. The division tenders and awards public transport service contracts.
- The Marketing division is responsible for marketing and transport research, sales, distribution and tariff. RMV is responsible for marketing within its area.
- The Financing division does the budget planning, controlling and allocation of revenues for the local partners and for the RMV GmbH.
- The very new division Infrastructure Management has to organise the vehicle management. The goal is to provide vehicles to rail transport suppliers. The management of the stations and rail infrastructure is the second branch of this field.
- The Controlling division is responsible for the companies budget, administration, IT-services and controlling of shares.

In addition, RMV develops its mobility services and creates a mobility agency for all services around mobility and house-to-house performance.

Therefore, RMV is responsible for regional transport and infrastructure development, development of the regional schedule for trains and buses, regional marketing with fare system-ticketing-electronic ticketing, financial management for the public co-financed infrastructure and service of public transport, budget planning and allocation of revenues for about 147 transport companies.

Organization

The Rhein-Main-Verkehrsverbund (RMV), established in July 1994, organises the regional public passenger transport in its region. There are nearly 150 transport companies associated within RMV. RMV is not a merger of transport companies. Instead, 11 cities, 15 districts and the State of Hesse work together on a voluntary and contractual basis and as equal partners.

The company meeting and the supervisory board are the bodies at the political level. The participating districts and cities are represented in both of these organs together with the State of Hesse. The second level, management level, is represented by the RMV and the local authorities that are responsible for the local transport. Public transport services are connected by public transport service contracts with the operators.

CONTACT

Address: Alte Bleiche 5, D-65719 HOFHEIM
Managing Director: Ing. Volker Sparmann
Tel: 00 49 61 922 94 101 - Fax: 00 49 61 922 94 940
E-mail : j_lunkenheimer@rmv.de - Internet: www.rmv.de

Public Transport System

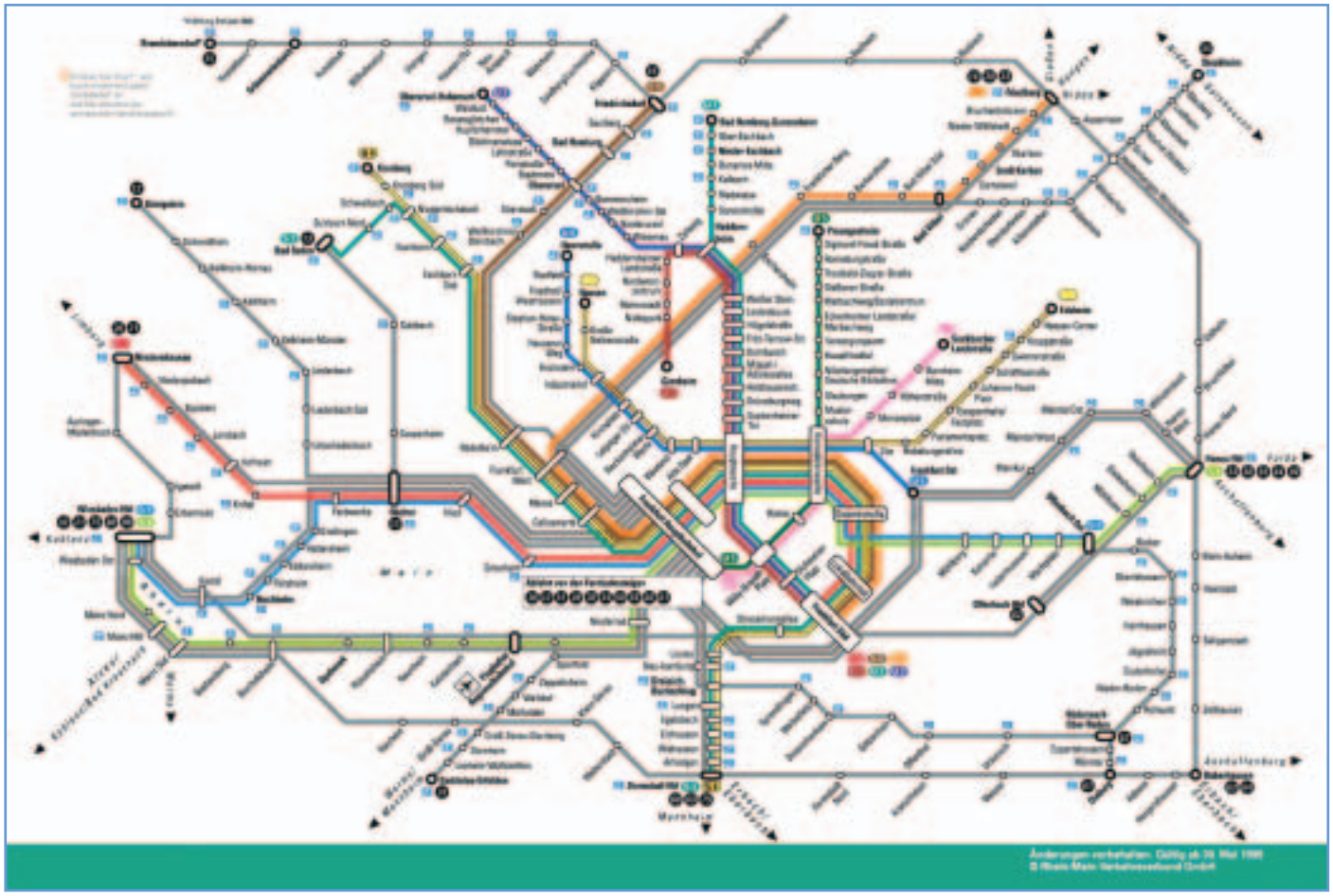
The RMV-net consists of about 400 railway stations, 1 500 track km and more than 10 000 stops for trains and buses. As a result, RMV facilitated the transfer of at least 630 million passengers in 2003.

The public transport networks are operated by:

- 8 transport companies for heavy rail
- 3 transport companies for tramway
- 1 transport company for underground
- 156 transport companies for buses

Supply/Demand Data 2003

	Metro	Bus	Tramway	Heavy Rail
SUPPLY				
Network length (km)	58	–	125	1,500
Number of lines	9	870	14	46
Number of stops/stations	84	11,500	–	400
Number of vehicles	224	25,987	188	–
Number of operators	1	141	3	8



Map of rail network

FARES 2005

The passenger uses only one ticket that allows him or her to travel through the entire RMV-region. This is a huge advantage and has increased the acceptance of the public transport system in the last few years.
The network pricing system is an area zone system, dividing the network area into tariff zones.

Ticket assortment :

- Single ticket (adults, children, apprentices)
- Short-haul ticket
- Season ticket (day, weekly, monthly, annual, day ticket for groups)
- Hessenticket
- Job ticket
- Student ticket
- Combination ticket
- 9 o'clock ticket

FUNDING OF PUBLIC TRANSPORT IN 2003

43% Revenues by passengers
24% State government of Germany
17% Municipal authorities
16% Federal State government of Hesse

1,1 billion Euro total (year 2003)

Financing of the basic regional range of services is achieved by using fare revenues. Transfer payments from the national government to the state use funds from the regionalisation law and equalisation payments.

The additional regional range of services on offer in the cities and districts are covered by financing according to the partnership model. This means that 50% of the higher costs created by additional supply are in principle financed by state funds and 50% by the area bodies where the population benefits from the improved services. The cooperation grant is a further fund intended to equalise the losses resulting from unified pricing policy and harmonisation introduced by the single ticket system in the entire network area. The state covers 85% of the costs, the remainder is paid by the local agencies.

CURRENT DEVELOPMENTS AND PROJECTS

Premium Service "RMV Plus"
Premium Service "RMV Plus" offers an intermodal journey planner and router and activity planner with considering current events. To round out the picture, RMV Plus provides additional benefit in the form of special conditions for participation in car-sharing.

Competition
Transport-Serviced-Contracts are awarded to operators by a tendering procedure, following the European Framework of Competition in Public Services. Meanwhile several batches of lines are awarded.

Fahma Ltd
In 2003, Rhein-Main-Verkehrsverbund has established a new subsidiary, responsible for the management (financing, acquisition, holding) of railed vehicles.

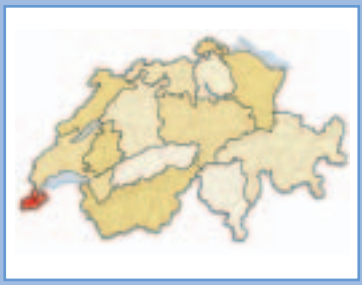
Cosmobil
Rhein-Main-Verkehrsverbund and several local authorities have founded a company for the reconstruction of sales systems and for the development of an electronic ticketing system.

GENEVA SWITZERLAND

REGION

- **Population of the City: 185.000 inh.**
- **Population of the Canton of Geneva: 440.000 inh.**
- **Area of City: 15 km²**
- **Area of Region: 246 km²**
- **Local Governments in the Region: 45 municipalities**
- **Geneva is located between the Alps and the Jura mountains, at the extreme south-west of Switzerland and the Lake Geneva.**

OFFICE DES TRANSPORTS ET DE LA CIRCULATION (OTC)



Missions

The **Office des Transports et de la Circulation** (OTC) mission consists in creating the operational strategies based on the general planning defined by the Director of the Department of Traffic and Parking. It takes the territory, the traffic, the parking, the public transports, the environment and the information management.

OTC is charged:

- To define and negotiate the offer in public transport
- To allot the exploitation of it
- To ensure the quality control of it

OTC treats administrative procedures in connection with the proper authorities (Federal Office of Transport – OFT -, partners of Vaud and French).

Organization

OTC collaborates with the organizing authorities of regional public transport.

SUPPLY/DEMAND DATA 2003

	BOAT	URBAN BUS, TROLLEY-BUS	TRAM	SUBURBAN BUS	HEAVY RAIL
SUPPLY					
Network length (km)	10	200.4	29	161,1	41
Number of lines	4	35	4	15	4
Number of vehicles	6	223	46	-	-
Number of operators	1	1	1	-	1
DEMAND					
Trips-year (millions) (one motive=one trip)	0.7	-	125,4	-	1

CONTACT

Address: Office des Transports et de la Circulation
20, rue du Stand; CH-1204 GENEVA
Director: Jean-Luc Gindre
Tel: 00 41 22 327 4770 - Fax: 00 41 22 327 5133
E-mail: otc.secretariat@etat.ge.ch – Web: www.geneve.ch/otc

Public Transport System

UNIRESO is the organization created by the Geneva State which organizes the operators: TPG, CFF (rail system) and SMGN (ferries network). So there is a new fare system with the same tickets for all operators.
Transports Publics Genevois (TPG) manages tramways, trolleybuses and urban buses since 1977.
CFF is the first company of rail transport of Suisse. SMGN is the company that operates the boats in the Lac of Geneva.

	Tram, Bus, Trolley-bus	Heavy rail	Boat
Management Body	Public under Regional Government	Joint stock company under special law	
Address	Route de la Chapelle 1 Case postale 950 1212 Grand-Lancy 1		4,8 Quai du Mont-Blanc CH-1201 Genève
Managing Director	Mr. Christoph Stucki	Thierry Lalive d'Epinay	
Web site	www.tpg.ch	www.cff.ch	www.swissboat.com

Network map

Fares 2005

The fares are based on a concentrical map of zones. The central one is called "Tout Gèneve" and matches to the orange zone on the map.

There are tickets for one hour in "Tout Gèneve" zone, they cost 3.00 CHF (4.62 €).

There are also tickets valid for 24 hours in "Tout Gèneve" zone, the cost is 10.00 CHF (15.4 €).

Fares in CHE, for "Tout Gèneve" zone.	Annual	Monthly	Weekly
Adult	650	70	35
Elderly people	450	45	23
Young people	450	45	23

Current developments and projects

Geneva will increase by 20% the provision of public transport services by 2006:

The government of the canton of Geneva approved the masterplan of public transport networks for the period 2003-2006. Motorised trips are expected to rise by 20% until 2020, threatening the city of major congestion. In this context, public transport authorities have decided to increase by 65% the provision of public transport services so as to foster modal transfer towards public transport, and to improve the quality of services provided. A first intermediary target is to increase by 20% the provision of public transport services by 2006.

Concerning the quality of services, the commercial speed shall be above 18 km/h for bus transport and 30 km/h for transport systems with dedicated lanes.

Railway connections:

- International connections: The TGV to France is planned to joint Geneva with Lyon, Le Chablais and l'Arve Valley.
- Regional network: a new interchange station next to the Dorcière station will be constructed.
- Light rail: The most important project is the construction of a light railway between France and Geneva (TCSP). It will connect Pays de-Gex – Geneva – Annemasse, using the existing infrastructures between Annemasse and the Eaux-Vives station and the tramway network by Cornavin.

Tramway extensions:

Meyrin - Bouchet - Cornavin - Bel-Air - Rive - Moillesulaz: The extension from Cornavin to CERN with a first stage of completion at Bouchet and subsequently at Meyrin, should be completed at the earliest in December 2006 and 2007.

HELSINKI

FINLAND

REGION

- Population of the metropolitan area : 0.96 million inh.
- Population of the city of Helsinki: 0.55 million inh.
- Area of metropolitan area: 750 km²
- N° of jobs: 570,000
- Contribution to Finnish GDP: 30 %
- Local Governments in the metropolitan area: 4 municipalities

HELSINKI METROPOLITAN AREA COUNCIL (YTV)

Missions

The Helsinki Metropolitan Area Council (YTV) promotes the development of the Helsinki metropolitan area by providing first-class services for traffic and public transport, waste management, air-pollution control and development planning through :

- procurement of regional public transport services, planning of traffic and public transport networks, managing tariff and ticketing schemes and regional fares
- waste management of member municipalities
- monitoring, research, planning as well as training and information services for air-pollution control in member municipalities
- survey, research, planning and preparatory services for the metropolitan area and its municipalities

YTV has five departments: Department of Transport, Department of Waste Management, Environmental Office, Development Planning Office and Administrative Office.

Organization

The Helsinki Metropolitan Area Council (YTV) was created in 1970. Operations of YTV are based on a specific Act (1.1.1996), which determines member municipalities, legal capacity, duties, organization and financing. The Act refers to the region comprising the member municipalities of Helsinki, Espoo, Kauniainen and Vantaa as the Helsinki Metropolitan Area.

The Regional Assembly, which comprises 22 members (Helsinki 11, Espoo 5, Vantaa 5 and Kauniainen 1), approves the budget and the annual accounts, it elects the members of the Executive Board and nominates the Executive Director. The Executive Director refers to an Executive Board of 14 members, which is responsible for YTV's administration and finances, and prepares the issues for decision by the Regional Assembly.

Budget

180 million Euro; of which Transport Dept. 124 million Euro (2004)

CONTACT

Address: Opastinsilta 6A, PO Box 521, FIN-00521 HELSINKI

Director of Transport: Niilo Järviluoma

Tel: 00 358 9 156 1232 - Fax: 00 358 9 156 1456

E-mail: niilo.jarviluoma@ytv.fi - Internet: www.ytv.fi

YTV

HELSINKI FINLAND

Public Transport System

General description

Helsinki region has an integrated multi-modal public transport system with a good level of service. The network consists of extensive bus services throughout the region, three railway corridors and two metro lines as well as tramways covering the central urban area of Helsinki City. Almost 1 million trips are made on public transport on a weekday. The modal share of vehicle trips is 39 % overall and 72 % of peak hour trips to the CBD. The integrated ticketing system covers all modes within the Metropolitan Area.

	Urban bus	Metro + trams	Suburban rail	Suburban bus
Management Body	YTV (in cities Espoo, Vantaa, Kauniainen)	Helsinki City Transport (HKL)	State Railways (VR)	Helsinki - Metropolitan Area - Council
Address	HKL (in Helsinki City)	Toinen Linja 7 - P.O. Box 1400 - 00099 HELSINKI	Vilhonkatu 13 - P.O. Box 488 - 00101 HELSINKI	P.O. Box 521 00521 HELSINKI
Managing Director	-	Mr. Matti Lahdenranta	Mr. Tapio Simos	Mr. Niilo Järviluoma
Web site	-	www.hkl.fi/english	www.vr.fi/heo/eng	www.ytv.fi

Supply/Demand Data 2003

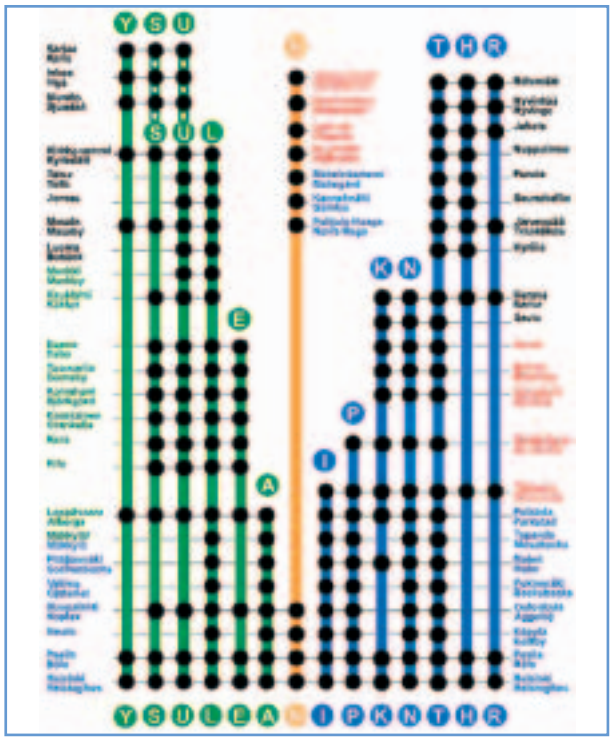
	Metro	Tramway	Bus	Heavy rail
SUPPLY				
Network length (km)	21	90	1,000+	60
Number of lines	2	10	260	5
Number of stops/stations	16	242	5,000	34
Number of vehicles	54	115	1,450	94
Places-km (millions/year)	2,581	676	5,800	1,380
Number of operators	1	1	12	1
DEMAND				
Number of trips (million)	55	57	166	38
Passengers-km (million)	404	118	1,086	346

Fares 2004

- Single ticket : between 1,80[0] € and 3,40[2] €
- Multiple trip or multiple coupon ticket = travel card value debit : between 1,28[0] € and 2,60[2] €
- 2 week pass: between 20,00[1] € and 36,70[2] €
- Yearly pass: between 417,00[1] € and 774,00[2] €
- Price per day: between 1,134[1] € and 2,10[2] €
- Price per day for pupils / students: between 0,85[1] € and 1,57[2] €
- Price per day for elderly persons: between 0,57[1] € and 1,05[2] €
- Pass for small groups (24h): between 8,00[1] € and 12,00[2] €
- Tourist pass for 3 days: between 10,80[1] € and 17,00[2] €

Fare Zones:
[0] Tram trip, no transfer
[1] Trip within a city
[2] Regional trip

Travel Card:
Contactless smart card. Pass for period of 14-366 days.
Stored value for single tickets.



Regional Railways

Tram network

Funding of public transport in 2003

Cost of operations of public transport :

- 44 million Euro / year for heavy rail
- 17 million Euro / year for metro
- 31 million Euro / year for tramway
- 174 million Euro / year for bus

Funding for public transport operations:

180 million Euro / year from ticket revenue = 68 %

86 million Euro / year from municipal subsidies

no national or regional government subsidies

for public transport operations

Figures include operational costs only (excluding infrastructure and administration).

Current developments and projects

Projects concluded in recent years:

Western City Rail link to Leppävaara opened 6/2002 (capacity extension on 7 km of line, enhanced service).

Crosstown trunk bus line 550 "Joker" opened 8/2003 (new bus lanes, tunnels and interchanges).

Northern City Rail link extension Tikkurila - Kerava, 2004 (capacity extension on 12 km of line).

Projects planned for near future:

Kamppi Travel Centre, 6/2005 (underground complex w. 2 bus terminals and a metro station in City Centre).

Enhanced "Joker" crosstown trunk bus line service, 8/2005.

New tram line 9, 2007>.

Marja railway line, 2009> (circular urban rail extension with Airport connection, 17 km of new line, 7 stations).

Metro western extension Ruoholahti - Matinkylä, 2010> (14 km of new line, 7 stations).

Western City Rail link extension Leppävaara - Espoo Centre, 2011> (capacity extension on 9 km of line).

Ticketing and information:

Travel Card implementation completed 3/2003.

Mobile phone ticket expanded to all rail traffic 10/2004.

Internet Journey Planner launched 11/2001, currently 30 000 daily users.

Real-time and disturbance information service for mobile phones piloted 6/2004, planned expansion.

LISBON

PORTUGAL

REGION

- **The Metropolitan Area of Lisbon (AML) is a territorial zone that includes 18 Municipal Districts - Alcochete, Almada, Amadora, Barreiro, Cascais, Lisbon, Loures, Mafra, Moita, Montijo, Odivelas, Oeiras, Palmela, Sesimbra, Setúbal, Seixal, Sintra and Vila Franca de Xira - and that seeks the prosecution of interests peculiar to the populations of the area of the integrated Municipal Districts.**
- **Population of the Metropolitan Area 2001: 2.661.850 inh.**
- **Surface of metropolitan area: 2.962,6 km²**
- **Contribution to portugal (GDP): 36% of Portugal GDP**

AUTORIDADE METROPOLITANA DE TRANSPORTES

Missions

The attributions of the Grande Área Metropolitana de Lisboa are expressed in the 6 th article of the Law 10/2003 of 13 of May, including, on the level with the articulation and of the inter-municipal co-ordination, the areas of basic sanitation, health, environment, security and civil protection, accessibilities and transports, collective equipment, tourism, culture, sports. The competences of the executive organ (Junta Metropolitana) fit in the18th article of the same legislation, lacking, some of those competences, from transference processes of power from the central government and from the constituent Municipalities.

Organisation

The Junta Metropolitana de Lisboa (Metropolitan Committee) is the executive organ of the Grande Área Metropolitana de Lisboa, and includes the 18 Presidents of the City Halls that composed the Área Metropolitana de Lisboa. There is one reunion once a month, and extraodinary reunions, whenerver necessary.

Assembleia Metropolitana (Metropolitan Assembly) is the legislative organ of the Grande Área Metropolitana de Lisboa and is composed by the chosen members of Municipalities Assemblies of the City Halls, which compose the Área Metropolitana de Lisboa, in a number of 50.The Assembleia Metropolitana has tree ordinary reunions per year and extraordinary reunions, whenever necessary.

The Autoridade Metropolitana de Transportes, of Lisbon was created by decret law in 2003. Public transport services in the metropolitan area of Lisbon are operated by several transport companies.

- Metropolitano de Lisboa, operates the metro network.

Map of metropolitan area

- Companhia Carris de Ferro de Lisboa s.a. (Carris), operates bus and tramway services, as exclusive concessionaire, in city area.
- Caminhos de Ferro Portugueses (CP), operates suburban rail lines.
- Suburban bus services are operated by municipally owned bus company (Transportes Colectivos Barreirio) and private operators.
- Transtejo and Soflusa operates cross-river ferries.

CONTACT
Grande Área Metropolitana de Lisboa
Address: Rua Carlos Mayer, n.° 2 - R/C 1700-102 Lisboa
Tel:+351-21-8428570 - Fax:+351-21-8428577
Email: amlgeral@aml.pt - Site: www.aml.pt

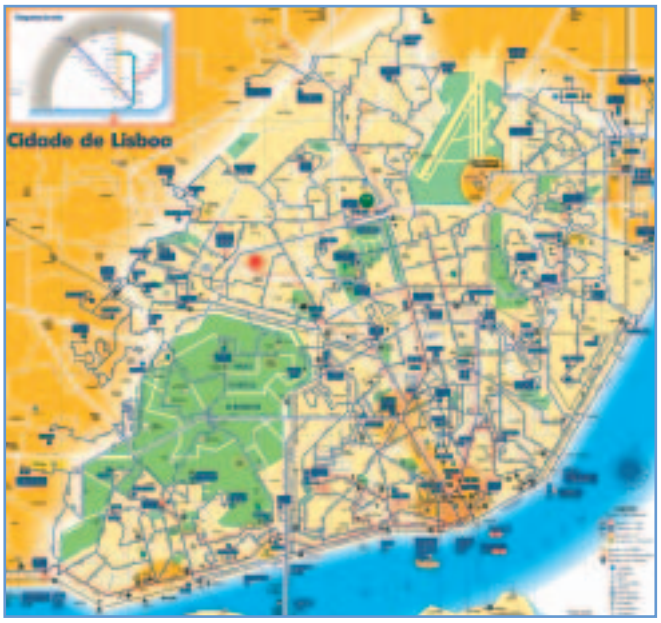
Public Transport System

	Metro	Tram-Urban Buses	Suburban buses	Suburban rail
Management Body	Metropolitano do Lisboa	Companhia Carris de Ferro de Lisboa	Several operators	Comboios de Portugal
Address	Av. Fontes Pereira de Melo, 28 1069-095 Lisbon	Rua 1º de Maio 103 1300-472 Lisbon		
Managing Director	Eng. Carlos Alberto Mineiro Aires	Dr. José Manuel Silva Rodrigues		Ernesto Jorge Sanchez Martins de Brito
Web site	www.metrolisboa.pt	www.carris.pt		www.cp.pt

Supply/Demand Data 2003

Indicator	Metro	Urban bus	Suburban bus	Suburban rail	Tram	Ferries
SUPPLY						
Network length (km)	25	713	129	-	53	-
Number of lines	5	97+5[1]	14	6	-	-
Number of stops/stations	25	-	-	-	100	-
Number of vehicles	-	828 + 59[1]	77	-	55	-
Places-km (million/year)	3285	4074	-	-	-	-
Number of operators	1	1	-	2	1	2
DEMAND						
Number of trips (millions)	616,4	276.7	-	-	20.0	-
Passenger-km (million)	-	917	-	-	-	-

Metropolitano de Lisboa



Carris Network Map

FARES 2004

Fares framework is based on three different types of tickets as follows:

- Tickets exclusive of each operator, and valid for its network.
- Intermodal passes, integrated tickets valid on urban and suburban transport. The prices are based on a crown structure.
- Combined fares, valid on the Lisbon underground network and on other transport operator. The prices are calculated on a crown structure or on a mileage system.

There are four concentrical fare zones in Lisbon.

Zone	L	L,1	L,1,2	L,1,2,3
Normal	23.50	31.90	38.45	43.70
Young people	16.85	22.85	27.40	31.10
Elderly people	11.10	14.90	17.85	20.35

	Single	10 trips
Metro	0.65 €	5.10 €
Bus-Tram	1.10 €	6.15 €

CURRENT DEVELOPMENTS AND PROJECTS

The **LISBOA VIVA** and 7 Colinas cards have been introduced, both using contact-free ticketing and this is now in place in the public transport service with a view to simplifying access to different forms of transport, along with control and prevention of fraud and the availability of information for better management of resources.

- **On-going training program** for crews have been introduced to help cut down the accident rate and bring us down to among the lowest in Europe.

- **An operating support system** has been introduced (known as SAEIP), providing an automatic location-finder by means of GPS and using TETRA technology, allowing for more efficient network management and improvements to the safety of passengers and crew.

- **Metro enlargement under construction:**
  - Blue Line Baixa-Chiado - Santa Apolónia railway station (2005)
  - Red Line Alameda - São Sebastião (2007)

Later the yellow line will be extended from Rato to Estrela and Alcântara Mar, the red line should be extended to the west towards Campolide, Campo de Ourique and to Miraflores. An eastern extension will lead to Moscavide and then a branch north to Sacavém and another branch to serve the airport (Aeroporto). The Green Line will be extended from Telheiras to Pontinha (3km).

LONDON UNITED KINGDOM

REGION

- London has had an elected Mayor and Assembly (who together form the Greater London Authority) since 2000.
- It has a population of 7.4 million inhabitants on a territory of 1,580 km².
- London contains 32 Boroughs and the Corporation of London ("the city").
- The Mayor has executive responsability, while the Assembly's main role is to scrutinise the Mayor's actions and agree budgets. The Mayor is responsible for developing a Transport Strategy for London, alongside a number of other strategies, including the London Plan, the capital's spatial development strategy. The Transport Strategy was published in July 2001, and the London Plan in February 2004.

TRANSPORT FOR LONDON (TfL)

Missions

Transport for London (TfL) is the body responsible for the majority of London's transport systems.

Its role is to ensure that by implementing the Mayor's Transport Strategy and managing the transport services across the capital for which it has responsibility, it provides London's travelling public with an efficient, effective and safe transport system. It manages London's buses, the Underground, the Docklands Light Railway (DLR) and Croydon Tramlink, a 580 km network of main roads, and all of London's 4,600 traffic lights, and has a strategic role in proactive road network and traffic management. TfL also runs London River Services, Victoria Coach Station and London's Transport Museum, and regulates taxis and the private hire trade. National Rail services in London are not TfL's direct responsability, but TfL seeks to work positively with Network Rail and the rail operators to improve rail services into/out of and within London.

TfL funds Taxicard (in conjunction with London's Boroughs) as well as running the Dial-a-Ride service, both provided for those who need door-to-door transport. Considerable work is being undertaken to improve conditions for pedestrians, cyclists and freight, on road safety, to improve the street environment, and to reduce congestion on London's streets through the Congestion Charging scheme.

Organization

TfL is directed by a management Board whose members are chosen for their understanding of transport matters and who are appointed by Ken Livingstone, Mayor of London, who chairs the Board.

TfL has some 18,000 staff members, the majority of whom - just over 12,000 - work for London Underground.

Budget

TfL spent 4.8 billion £ in fiscal year 2003/2004.

Main revenues: total of £2.8bn was provided by the UK government, the Greater London Authority and third parties. Passenger fares, Street Management activities and other services contributed a further £2.3bn.

Main expenses: Underground (£2.6bn), bus services (£1.3bn), roads (£637m), rail (£28m). TfL invested £863m in 2003/04, £193m on vehicles and equipement, £667m on infrastructure (including £476m investment on the Underground through the three Public Private Partnership contracts), and £3m on land and buildings.

CONTACT

Address: Windsor House, 42-50 Victoria Street, UK - London SW1H OTL

Commissioner: Robert Kiley

Tel: + 44 (0)20 7941 4500 - Fax: + 44 (0)20 7941 4276

E-mail: johnfawkner@tfl.gov.uk - Internet: www.tfl.gov.uk

LONDON UNITED KINGDOM

PUBLIC TRANSPORT SYSTEM

The modal share of public transport for all motorised trips made by Greater London residents in London in 2003 was 44% (Underground and DLR 13%, Bus 23%, National Rail 1.4%, Taxi 0.2%). For trips involving travel in the Central London area, accounting for 21% of all trips, this figure rises to 80%. Outside central London, the modal share of public transport is 32%.

Map of underground

	Urban bus, Tram and Ferries	Metro	Heavy rail	Suburban bus
Management Body	TfL Surface Transport	London Underground Limited	TfL London Rail	TfL Surface Transport
Address	Windsor House - 42/50 Victoria Street - SW1H 0TL London	55 Broadway SW1H 0BD London	1 Butler Place SW1H 0PT London	Windsor House 42/50 Victoria Street SW1H 0TL London
Managing Director	Peter Hendy	Tom O'Toole	Ian Brown	Peter Hendy
Web site	www.tfl.gov.uk/buses	www.tfl.gov.uk/tube	www.tfl.gov.uk/rail	www.tfl.gov.uk/buses

SUPPLY/DEMAND DATA 2003

	HEAVY RAIL	UNDERGROUND	TRAMWAY	LIGHT RAIL	BUS
SUPPLY					
Network length (km)	988	408	28	27	3,730
Number of lines	40	12	3	4	700
Number of stops/stations	321	275	39	34	17,500
Number of vehicles	1,800**	598	24	94	7966
Places-km (millions/year)	28,6***	57,854	520	1,112	26,500
Number of operators	18	1	1	1	19
DEMAND					
Number of trips (million)	712****	948	19,1	48,5	1,702
Passengers-km (million)	19,280****	7,340	100,4	235	6,431

** Approximate figure for GLA area; London and South East covers 1245km*

*** Proportionate estimate of national total : 33% of 5,405*

**** Daily morning peak figure, so millions/morning peak rather than millions/year*

***** London and South East figure*

Fares in 2004

Bus tickets (no zonal restrictions) :

- Single journey : £1.20 adult, £0.80 (adult with Oyster smartcard - some changes will be introduced during 2005), £0.40 (child age 11-15), free (child under 11)
- Book of pre-paid tickets for 6 journeys : £6.00 (adult), £2.10 (child)
- Day ticket : £3.00 (adult), £1.00 (child over 11)
- Weekly ticket : £11.00 (adult), £7.70 (student), £4.00 (child)
- Monthly ticket : £42.30 (adult), £29.60 (student), £15.40 (child)
- Annual ticket : £440 (adult), £308 (student)

Underground and National Rail services within Greater London are divided into 6 zones, prices depend on the zones covered, and some depend on the time of day, or the day of the week of travel.

- Single ticket for Underground only: £1.30 - £3.80 (adult), £1.10- £3.50 (adult with Oyster smartcard - some changes will be introduced during 2005).
- Book of 10 tickets for Underground Zone 1 only: £1.70 (adult), £5.00 (child).

Travel Cards (giving access to all public transport systems):

- Day ticket: £4.00 - £12.00 (adult), £2.00 - £6.00 (child).
- 3 Day ticket: £15.00 - £36.00 (adult), £6.00 - £18.00 (child).
- Weekly ticket: £11.20 - £39.50 (adult), £7.80 - £27.60 (student), £4.90 - £17.20 (child).
- Monthly ticket: £43.10 - £151.70 (adult), £30.00 - £106.00 (student), £18.90 - £66.10 (child).
- Annual ticket: £448 - £1580 (adult), £312 - £1104 (student).

Funding of Public Transport in 2003

A mix of government grants and ticket revenues funded TfL's operations in the fiscal year April 2003 to March 2004. Transport grants from Government contributed £2.821bn, including £57.8m from the Mayor's precept, and sales revenue (including both fares and other income sources) £2.321bn.

Current developments and projects

TfL recently launched its 5-year investment programme for London's transport system, which includes the following projects for the period 2005/6-2009/10:

London Underground

Improvements to trains, track and signals that will allow 68.4m train kilometres to be run each year by 2009/10, 3 million higher than at present. Station works at 200 stations, with the redevelopment of Wembley Park - near the new national stadium - to allow passage of 37,000 passengers an hour, and major congestion relief projects at key stations such as Covent Garden, King's Cross St Pancras, Vauxhall, Tottenham Court Road, Camden Town, Bank and Victoria.

The DLR will also be extended to City Airport (2005), Woolwich Arsenal (2008), and Stratford International (2009).

The East London Line will be extended north to Dalston Junction, and south to West Croydon and Crystal Palace, facilitating north-south journeys in east London.

Rail

Introduction of CCTV to trains and stations in four franchises (covering south and east London).

Additional safety improvements to Silverlink Metro services in suburban north London, and further integration of the service with Oystercard, to allow pre-pay facility on these journeys.

Roads

Construction of the Thames Gateway Bridge, linking Beckton and Thamesmead, the first new road bridge to span the River Thames for 70 years, possible expansion of the congestion charge scheme at its western boundary, expansion of the A206, introduction of a Low Emission Zone in central London by 2007.

Other schemes

Phase 1 of the bus rapid transit project in East London (2007) and Greenwich Waterfront (2008).

Improvements to Finsbury Park interchange by 2007.

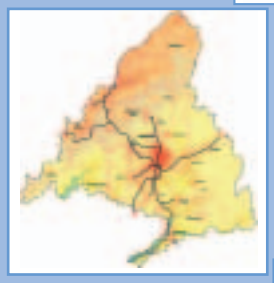
MADRID

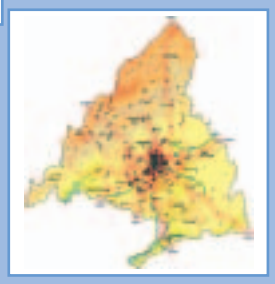
SPAIN

REGION

- **Madrid is located in the centre of Spain, 655 metres above sea level. Madrid is the name of the main city and its region.**
- **Madrid city is the Capital of Spain, and the region (Comunidad de Madrid) is an autonomous region, and it has a regional Parliament and Government, chosen every four years.**
- **Madrid Region**
  - **Population (2004): 5.8 million inh.**
  - **Area: 8,028 km²**
  - **N° of jobs (2004): 2.44 million, 7% people unemployed**
  - **Annual GDP/inhabitant: 26,891 euros**
  - **Local Governments: 179**
- **City of Madrid**
  - **Population (2004): 3.1 million inh.**
  - **Area: 605.8 km²**

CONSORCIO REGIONAL DE TRANSPORTES DE MADRID (CRTM)





Missions

The Consorcio Regional de Transportes de Madrid (CRTM) is the public transport authority for Madrid Region. CRTM depends functionally on the Regional Government (Comunidad de Madrid) and was created by law of 1985.

The CRTM functions are the following:

- Planning of public transport infrastructure. Metro extension, interchanges, bus lane, etc. Responsible for surveys and mobility's models.
- Planning and definition of coordinated management of transport services. Definition of routes in the network, stops, timetables and control of the quality level of service.
- Definition of the ticketing policy and the common fare framework for the public transport system. Management of the monthly and annual travel card (Abono Transportes), multimodal tickets and integrated tourist tickets.
- Unique image of Public Transport for the citizens.

Organization

The CRTM Executive Board includes 20 members: 5 members representative of the regional government, 5 members of Madrid Municipality, 3 members of other municipalities of the Region, 2 members of central government, 2 members of private operators association, 2 members of trade unions and 1 member of customer associations.

The CRTM President is a representative member of the Madrid Region, and the Vice-President is a representative member of the municipality of Madrid.

CRTM has some 119 staff members, in 4 main directions: technical, economic-financier, quality and general secretary. The Managing Director is José-Manuel Pradillo-Pombo.

Budget

CRTM budget amounted to € 1.29 billion in 2003 including receipts of ticketing. These funds are used for pay CRTM and offset fares transport operators. It is not included new infrastructure and rolling stock investments.

Main revenues:

National Government: € 143 million; Regional Government: € 414 million; Madrid Municipality: € 110 million; Passengers: € 623 million; Others funds: € 4.8 million.

Main expenses:

CRTM: € 34 million; Metro: € 580 million; Madrid Urban buses: € 288 million; Interurban rail and buses: € 310 million; Other costs: € 43 million.

CONTACT

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E-mail : estudios@ctm-comadrid.com - Web site: www.ctm-madrid.es

CONSORCIO TRANSPORTES MADRID

CONSEJERIA DE OBRAS PUBLICAS, URBANISMO Y TRANSPORTES

Comunidad de Madrid

Public Transport System

The public transport system amounted to 1.54 billion passengers on 2003 corresponding to 1.86 stages, the demand has grown 1.9% from 2002.

The CRTM has overall responsibility for public transport in the autonomous region of Madrid, which includes the city and surrounding conurbation.

The network of public transport is composed by: Three metro networks, MetroMadrid (Metro in Madrid city), MetroSur (Metro in the south metropolitan ring) and TFM (Suburban metro under public concession); EMT (Madrid urban buses); Suburban buses (private operators); RENFE (Suburban rail).

CRTM maintains contractual agreements with the 33 private bus operators to provide suburban services. Most of them are grouped on two associations called Fenebus and Asintra.

Cercanías (Suburban Rail)

	Urban bus	Metro	Suburban Rail	Suburban bus	
				Fenebus	Asintra
Management Body	Public Under Municipality	Public Under CRTM	Public Under National Government	Private Under CRTM Concession	
Address	C/ Cerro de la Plata 4 E-28007 Madrid	C/ Cavanilles 58 E-28007 Madrid	Avda. Ciudad de Barcelona 8 E-28007 Madrid	C/ Orense 20, E-28007 Madrid	C/ Hermosilla 30, E-28001 Madrid
Managing Director	Jose Ignacio Iturbe	Ildefonso de Matias	Cecilio Gomez-Comino	Jose Luis Pertierra	Lorenzo Chacon
Web site	www. emtmadrid.es	www. metromadrid.es	www.renfe.es	www. fenebus.es	www. asintra.net

Metro

Supply/Demand Data 2003

Indicator	Metro[1]	Urban bus[3]	Suburban rail[1]	Suburban bus[4]
SUPPLY				
Network length (km)	226.7	3,104	337,1	19,381
Number of lines	12+1	189	9	376
Number of stops/stations	190	9,101	93	16,234
Number of vehicles	1,514	1,958	868	1,687
Total places-km (millions/year)	26,001	7,739	9,742	10,156
Number of operators	2	1	1	33
DEMAND				
Trips-year (millions) (one motive=one trip)[2]	604,0	470,7	192,4	276,8
Passengers-km (millions)	3,380,2	1647,5	3,434,3	4,387

(1) Metro and suburban rail network length and stations are considered by network. Buses are counted by routes.

(2) A trip means each use of a ticket.

(3) Urban buses of Madrid City (EMT).

(4) This network includes urban buses in 30 municipalities.

Fares 2005

There are six ring zones in Madrid Region. Fares are integrated for every public transport mode using monthly and annual cards.

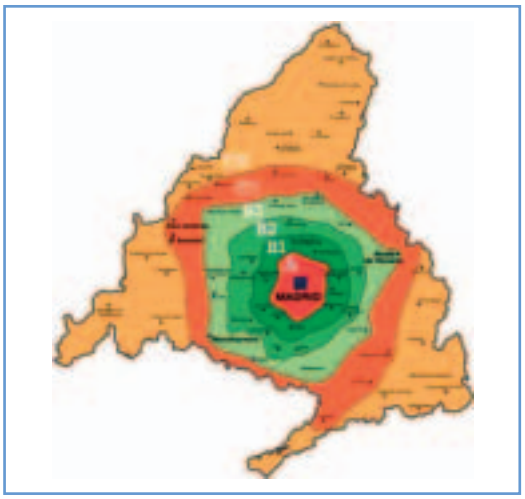
In Madrid city 10 trips ticket is integrated for metro and urban buses.

- Single ticket bimodal: 1.30 € (more than one metro network)
- Single ticket unimodal: 1.00 €
- 10 trips ticket: 5.80 €

Fares in Euro	A	B1	B2	B1-B2	B3	C1	C2
Monthly Card							
Standard	37,15	43,10	49,20	31,30	55,35	61,10	67,60
Young	24,45	27,65	31,40	20,60	35,95	39,20	43,15
Elderly People				9,55			
Annual Card							
Standard	408,65	474,10	541,20		608,85	672,10	743,60
Elderly People				105,05			

Tourist Card	1 day	2 days	3 days	5 days	7 days
Normal A Madrid City	3,50	6,30	8,40	13,20	18,40
Normal T	7,00	12,60	16,80	26,20	36,70

T Zone: Includes all zones of Madrid region and the cities of Gadalajara and Toledo.

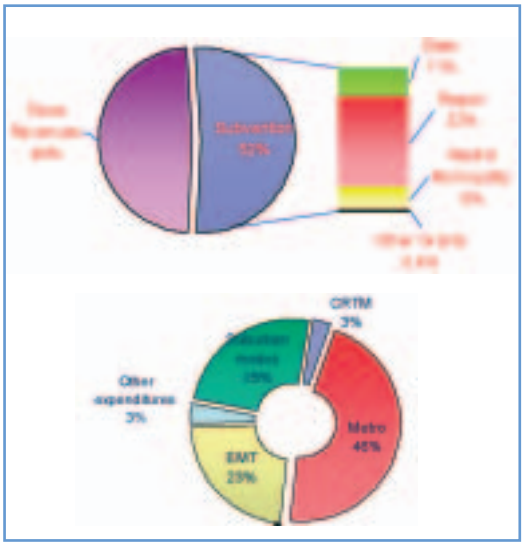


Map of fare zones

Funding of public transport in 2003

CRTM centralizes most of economic resources for public transport operating costs. Only single tickets revenues are, directly, managed by Metro and EMT (Madrid Urban buses) and 10 trips and single tickets revenues by suburban buses private operators.

Infrastructure investments are made by different governments. In that way, the Regional Government supports the financial needs of the metro extension plans and the National Government manages the suburban rail investments.



Current developments and projects

Metro and LRT extension Plan 2003-2007: New underground extension plan 2003-2007 has been approved. The Metro network will grow around 47.4 km. In the north-east and in the south-east of the metropolitan area, three new lines of LRT, totalizing 28 km, will connect with metro and suburban train networks.

42 new metro stations and 39 LRT stops will be constructed.

Six new Interchange points in Madrid City: The new Interchange points: Príncipe Pío, Conde de Casal and Plaza Elíptica, will begin their construction at the end of this year, under public concessions. These intermodal points are mainly oriented to interchange between interurban buses with metro network and urban buses. These infrastructures will be built on next two years. There are also preparing the projects of other interchange points: Plaza de Castilla, Moncloa (enlargement) and Chamartín.

New tunnel for suburban train: A second tunnel for Suburban train through CBD, from Atocha to Chamartín railways stations, is under construction. It will allow reducing congestion in the first one, opened on 1967, and provide 3 new inner City stations (Sol, Alonso Martínez, and Nuevos Ministerios) connected with several metro lines. The total length is 8.4 km and the investment amounts to € 169.19 million.

EMT operates four hydrogen fuel cell powered buses: These buses, developed inside the European Project 'CUTE' (the most comprehensive for fuel cell vehicles in a global scale to date), hold a regular service on line 52. The zero emission and low-noise operation of these buses is a significant advantage especially in urban traffic.

Global Mobility Study for the whole region: CRTM is carrying a wide mobility survey which updates the last one (ended on 1996). The knowledge of mobility habits of Madrid region citizens are in the root of most transport planning studies.

MANCHESTER UNITED-KINGDOM

REGION

- Greater Manchester is a metropolitan county of north-west England. It is divided into ten administrative districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan.
- Population of the metropolitan area : 2.5 million inh.
- Population of Manchester : 392,819 inh.
- Greater Manchester area: 1,287 km²
- Manchester city area: 116 km²
- GDP: 14,188 €/inhabitant

GREATER MANCHESTER PASSENGER TRANSPORT EXECUTIVE (GMPTE)

Missions

Passenger Transport Authorities are responsible for providing the services and facilities which the market does not provide in large conurbations. Elsewhere this responsibility is undertaken by local County Councils.

The District Council in each of these areas contributes finance from local taxes and appoints local councillors to the Greater Manchester Passenger Transport Authority to represent their district. The Authority decides on public transport policy for the county and provides the funds for GMPTE to carry out these policies.

The Authority and GMPTE are responsible for : public transport more affordable for people over retirement age, children and disabled people.

- developing the Greater Manchester Integration Project which brings together operators and district councils to improve the quality of public transport and to present it as an integrated network.
- planning and investing in the bus, train and Metrolink networks for the future;
- providing information about public transport through telephone information lines, timetables, general publicity and Travelshops;
- maintaining a network of subsidised bus services on routes not commercially viable and securing schools service contracts; ensuring efficiency and value for money on these services;
- working alongside train and Metrolink operators to improve service levels and to monitor quality;
- supporting the fully accessible Ring and Ride service, setting high standards of physical accessibility to other vehicles, stations and facilities; and providing a travel voucher scheme as an alternative to passes for disabled people.

- funding the concessionary fares scheme to make building and maintaining local bus stations, shelters and stops.

Organization

Greater Manchester Passenger Transport Autorithy (GMPTA) is a body made up of 33 councillors from the ten districts of Greater Manchester. GMPTA is responsible for formulating transport policy for the county, including building and extending the transport network. Greater Manchester Passenger Transport Executive (GMPTE) is the statutory body responsible for implementing GMPTA's policies. GMPTE is the promoter of the different systems and is responsible for planning future enlargements.

Budget

GMPTE's budget for 2003/2004 is 278.02 M€.

CONTACT

Address: 9 Portland Street, Piccadilly Gardens, MANCHESTER M60 1HX

Director General: Chris Mulligan

Tel: 00 44 161 242 6000 - Fax: 00 44 161 228 3291

Internet: www.gmpte.com

GMPTE

SUPPLY/DEMAND DATA 2003

	METROLINK (TRAM)	BUS	SUBURBAN RAIL
SUPPLY			
Network length (km)	37	2300[1]	319
Number of lines	4	630	12
Number of stops/stations	37	6200[2]	98
Number of vehicles	32	3000	80
Places-km (millions/year)	–	8300	-
Number of operators	1	53	2
DEMAND			
Number of trips (million)	18.80	200	13,20
Passengers-km (million)	-	1,018	242

(1) *Network length (if several lines have a common section is count once).*
(2) *Stops network (they are counted once, even if several lines stop in it).*

Metrolink route map

PUBLIC TRANSPORT SYSTEM

	Tram	Buses	Suburban Rail
Management Body	Serco Metrolink	53 operators	2 operators
Address	Queens Road Manchester M8 ORY	-	-
Managing Director	-	-	-
Web site	www.metrolink.co.uk	-	-

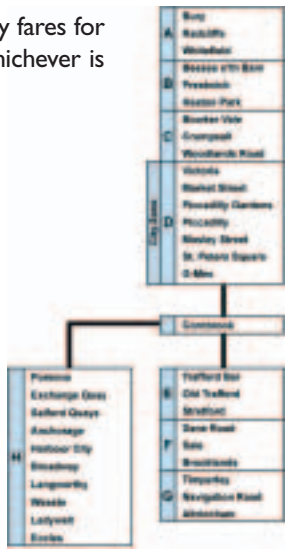
Rail network map

FARES 2004

Adult single fares vary from mode and from operator between the range 60p to £3.80. Concessionary fares for elderly, children and disabled are set by GMPTE and are currently £0.50 or half the full adult fare, whichever is the lowest on each bus for journeys.

		Bus	All modes
Adult	1 day	4.79	9.43
	7 days	18.85	31.90
	monthly	68.15	100.78
	annual	681.50	-
Young	7 days	14.21	-
	monthly	50.75	-
Junior/Elderly	7 days	7.03	-

Zones Crossed	Adult	
	Monthly	Annual
1 (non City)	37.85	406.00
1 (city)	30.45	362.50
2 (non city)	53.79	580.00
2 (City)	64.24	681.50
3 (non City)	75.84	812.00
3 (City)	91.06	978.75
All Zones	119.05	1268.75



Metrolink zones

FUNDING OF PUBLIC TRANSPORT IN 2004

Spending on public transport (M€)	
Concessionary Fares on buses	59.23
Supported Bus Services	36.64
Metrolink	5.60
Accessible Transport	8.51
Passenger services and Support Services	18.88
Rail Support	106.14
Finance Costs	45.53
Total	280.53

Investing in public transport (M€)	
Levy on District Councils (council tax)	164.75
Rail Grant	104.91
Urban & Rural Bus Grant	2.76
Contribution from / (to) Reserves	7.38
Interest from Capitol Receipts	0.74
Total	280.53

CURRENT DEVELOPMENTS AND PROJECTS

- The **Greater Manchester Local Transport Plan** is a statutory document prepared under the Transport Act 2000. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and is put together by the ten City and Metropolitan Borough Councils and **Greater Manchester Passenger Transport Authority** (GMPTA) with the input of local stakeholders. It provides a basis for bids to Central Government for the resources needed to implement the strategy.

- The main two projects of Metrolink are "Vehicle Enhancement" and "Station Improvement programmes".

Light Rail Vehicle Enhancement Programme: £2.5m has been invested in an enhancement programme to upgrade the 26 Phase I vehicles.

Station improvement programmes: £2.5m has been invested in improving Metrolink stops on Phase I of the network. The programme which began in 2003 and is continuing into 2004 includes projects such as:
- Over Bridge renewed
- Under track crossing installation
- Electrics rerouted
- New DDA compliant ramp installed
- Installation of non-slip wearing surface for new disabled ramp

- GMPTE is proposing a series of measures to make bus travel between Leigh, Salford and Manchester quicker, reliable and more attractive. This scheme has two main parts: A **Guided Busway** and **On-highway bus priority.** This is a key part of the Greater Manchester transport strategy - promoted jointly by all ten District Councils and the Passenger Transport Authority. The scheme opening date would then be around Autumn 2006.

MILAN

ITALY

REGION

- **Population of Milan: 1.365 million inh.**
- **Population of the Region: 2.848 million inh.**
- **Area of city: 182 km²**
- **Surface of metropolitan area: 1,052 km²**

ASSESSORATO AI TRASPORTI E MOBILITÀ

Milan Transport Authority was born on 1st January 1999 following a resolution of the Town Executive Board and Council. From the legal point of view it is a joint-stock company from January 3rd 2001. As provided by the service agreement signed with the Municipality of Milan, ATM deals with all the aspects of the public transport service management and development.

At present ATM activities are organised according to a functional structure divided into **5 Departments**: Sales, Finance, Administration and Control, Personnel and Organisation, Logistics, Operations.

In their turn the Directions are divided into Sectors according to their specific responsibilities.

Staff : 156

PUBLIC TRANSPORT SYSTEM

Azienda Trasporti Milanesi (ATM) is responsible for bus, trolley-bus, tram and metro services within the Metropolitan area.

At the end of 1997 was created Servizio Ferroviario Regionale (SFR), the regional rail authority. Under its responsibility run the regional suburban rail services of FS and FNM (Ferrovie Nord Milano Esercicio).

In the Milan area an integrated fare system called SITAM (Milan Area Integrated Fare System) enables users to travel with a single ticket or pass on all urban and suburban ATM lines, the interurban routes run by other transport authorities and some sections of the State Railways and Northern Railways. ATM offers various kinds of tickets and passes, designed to satisfy the specific requirements of principal passenger groups (students, workers, tourists, the elderly, occasional users).

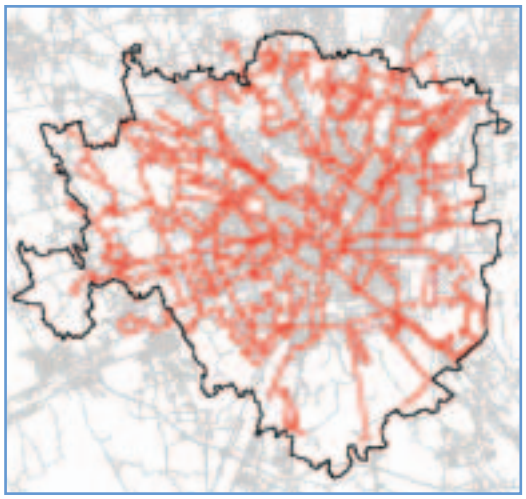
CONTACT

Responsible person: Prof. Giorgio Goggi
Address: Via Beccaria 19 - 20122 Milano - Italia
Tel: 39 02 76 0046 44 - Fax: 39 02 79 43 56
Web site: www.comune.milano.it

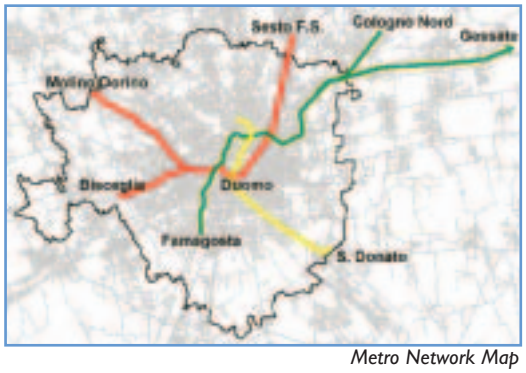
Fares 2004

Current Fares in Milan City:

- **Single ticket:** € 1.00 – valued for 75 minutes and since pick up the ticket.
- **10 trips ticket:** € 9.20
- **1 day:** € 3.00
- **2 days:** € 5.50
- **Settimanale 2x6:** € 6.70 From Monday to Saturday, 2 trips a day.
- **One Week pass:** € 9.00
- **Monthly pass:** € 30.00
- **Yearly pass:** € 300.00
- **Students pass:**
  - **Monthly:** € 17.00
  - **Yearly:** € 170.00
  - **Monthly pass for elderly people:** € 16.00



Bus Network Map



Metro Network Map

Supply/Demand Data 2003

Indicator	Metro	Bus	Tram
SUPPLY			
Network length (km)	69.3	436,1	185,4
Number of lines	3	53	17
Number of vehicles	714	1,093	405

Current developments and projects

Metro line extensions under project / construction

Section	Length (km)	Stations	Implementation date
Linea 1 "Molino Dorino-Rho Fiera"	2,5	2	2005
Linea 1 "Sesto FS-Monza Bettola"	3,3	2	2007
Linea 2 "Famagosta-Assago Forum"	4,7	2	2006
Linea 2 "Famagosta-Abbiategrasso"	1,3	1	2005
Linea 3 "Maciachini-Dergano-Affori-Comasina"	3,9	4	2007

The electronic ticketing system

ATM is starting an interesting project concerning a fare collection system based on an electronic or microprocessor card enabling passengers to travel on the whole public transport network with a single document and possibly to pay the parking lots and all the other services the Company offers, making the fares flexible and personalised. ATM strategy is clearly aimed on the one hand at achieving complete integration with the other companies operating on the territory and, on the other hand, at reducing the fare evasion phenomenon.

Other projects

Among the projects aimed at making ATM and its service more and more competitive, we wish to mention:

- the extension of the trolley-bus routes to the South and West sectors of the city,
- the protection of the main tramway lines by either creating reserved lanes or changing the routing private traffic, so that the routes private cars followed are different from those followed by public transport,
- the progressive extension of the service on request called "RADIOBUS". At present, this service covers the North-West areas of Milan, using computerised booking systems, managed by Softwares capable of optimising the waiting times and routes,
- the gradual extension of the intelligent traffic light system to large areas of the city in order to control traffic, manage its flows and increase the commercial speed of the public transport vehicles, improving their punctuality.

The future of ATM and the urban and interurban mobility system is potentially rich in achievements that could greatly help restore the city to a human scale without penalising -on the contrary exalting - economic and technological progress.

OSLO

NORWAY

REGION

- **Population of the City: 510,000 inh.**
- **Population of the metropolitan area: 850,000 inh.**

AS OSLO SPORVEIER

Missions

AS Oslo Sporveier will - based on a sound economic foundation - develop, co-ordinate and operate a city transportation system that is safe, efficient, attractive and environmentally responsible.

Strategic objectives: more passengers, satisfied customers:

- highly skilled employees who embrace changes implemented for greater efficiency
- traffic services that support business and urban growth
- safe, on-time transportation
- flawless maintenance
- customer-oriented operation and management

Vision 2016: AS Oslo Sporveier handles traffic growth:

- development of services and passenger growth in a continuing positive spiral
- best customer satisfaction among public transportation providers
- strengthened metro network in the city and surrounding areas, actively participating in urban development plans and providing convenient transportation hubs
- combined rail lines utilising railway, tram, metro systems for new regional services

- strengthened bus services through more frequent departures and differentiation between main lines and local lines
- road pricing combined with market-oriented public transportation fees
- regional transportation package featuring co-ordinated planning and financing

Budget in NOK million 2003

Operating revenues	1256	(158 M€)
Sales of services	771	(97 M€)
Operating income	-38	(-5 M€)
Annual result	125	(16 M€)
Expenses	2388	(300 M€)

CONTACT

Address: MOS Rhaduset, N-0037 OSLO

Managing Director: Trond Bjørgan

Tel: 00 47 23 46 1973 - Fax: 00 47 23 46 1442

Internet: www.sporveien.no

AS Oslo Sporveier

OSLO

NORWAY

SUPPLY/DEMAND DATA

	METRO	TRAM	BUS	TOTAL
SUPPLY				
Journeys (million)	66	30	62	158
Travel (million pass. km)	398	73	246	717
Offer (million seats. km)	1275	243	706	224
NETWORKS				
Number of lines	5	8	-	-
Lines length	104	145	-	-
Stations	96	99	-	-

FARES 2004

- **Single ticket:** 10.00 and 20.00 NOK (1.25 € and 2.50 €)
- **Night line:** 50.00 NOK (6.25 €)
- **Multiple ticket, Flexicard:** 75.00 and 150.00 NOK (9.37 € and 18.75 €)
- **Day Pass:** 30.00 and 50,00 NOK (3.75 € and 6.88 €)
- **7-Day Pass:** 95.00 and 190.00 NOK (11.88 € and 23.75 €)
- **Flexible Monthly pass:** 330.00 and 660.00 NOK (41.25 € and 82.50 €)
- **3-Month Pass:** 825.00 and 1650.00 NOK (103.12 € and 206.26 €)

Map of transport network

PARIS ILE-DE-FRANCE FRANCE

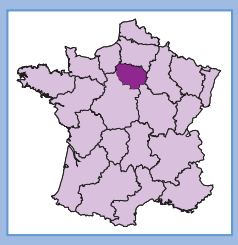
REGION

- Ile-de-France, the capital region of France, is one of the 22 French regions.
- Population: 10.9 million inhabitants
- Population in Paris city: 2.1 million
- Surface of Ile-de-France: 12,000 km²
- Surface of Paris city: 105 km²
- 5 million jobs
- 28 % of French GDP

ADMINISTRATIVE STRUCTURE OF THE ILE-DE-FRANCE REGION:

- one elected regional council
- 8 elected départements (counties) including city of Paris
- 1,281 elected municipalities

SYNDICAT DES TRANSPORTS D'ILE-DE-FRANCE (STIF)



Missions

The Syndicat des Transports d'Ile de France (STIF) was created in 1959 so as to coordinate the provision of public transport services and to determine the fare policy in the French capital. STIF current missions comprise:

- Organising all public transport services of the Ile de France region (heavy rail, metro, tramway and bus) and coordinating the activities of the 95 transport operating companies
- Defining the fare policy and setting fare levels
- Improving the public transport system through the approval and monitoring of projects of new infrastructures and investments in quality of service through subsidies stemming from road traffic fines
- Measuring satisfaction and Planning the future needs of travellers by analysing the mobility trends
- Funding public transport systems through contracts with the operating companies

Organization

From 2000 to 2005, STIF board of directors was composed of 34 members, 17 of which representing the French State and 17 local authorities of the Ile de France: 5 for the regional council, 5 for the city of Paris and one for each remaining "départements". The board was presided by the Prefet (representative of the government in the region).

The involvement of the national government in the Transport Authority, which is a unique situation in France, ended in July 2005 with its total withdrawal. The region has now the majority and the presidency. The president of STIF is now the president of the elected regional council.

STIF has some 130 staff members in 4 main departments: transport operations, projects of infrastructure, development (mobility and fare policy) and secretariat general.

Budget

STIF budget amounts to 3.835 billion euros in 2004.

Main revenues:
Transport tax (€ 2.56 bn), public subsidies: State (€ 548 million), Region (€ 198 million), Départements (€ 320 million), revenues from road fines traffic (€ 101 million).

Main expenses:
Subsidies to RATP (€ 1.94 bn), SNCF (€ 1.25 bn) and private bus operators (€ 311 million) Overheads (€ 19 million)

CONTACT

Director General: Emmanuel Duret
Address: 11 avenue de Villars, F-75007 PARIS
Tel: + 33 (0)1 47 53 28 00 - Fax: + 33 (0)1 47 05 11 05
E-mail: stif@stif-idf.fr - Internet: www.stif-idf.fr

STIF

Public Transport System

Public transport systems of Paris Ile de France carry everyday 10 million passengers. The modal share of public transport is about 30% of mechanised trips for the whole region (64% in Paris, 60% between paris and the suburbs and only 16% for trips inside suburbs).

Public transport systems are operated by 95 companies

- **RATP**; State owned company operating metro, tramway, bus services in the central area and 2 heavy rail lines. RATP employs 42.000 staff members and had a turnover of 3.0 billion euros in 2003. RATP carries 75% of passengers (50% of passengers.km)
- **SNCF:** State owned national railway company, employs 20.000 staff members in Ile de France and operates suburban rail services which carries 17% of passengers (40% of passengers.km)
- **Optile:** association bringing together 93 private bus companies which employs 5.000 staff members and represent 8% of trips.

Map of metro network

Map of suburban trains

Supply/Demand Data 2004

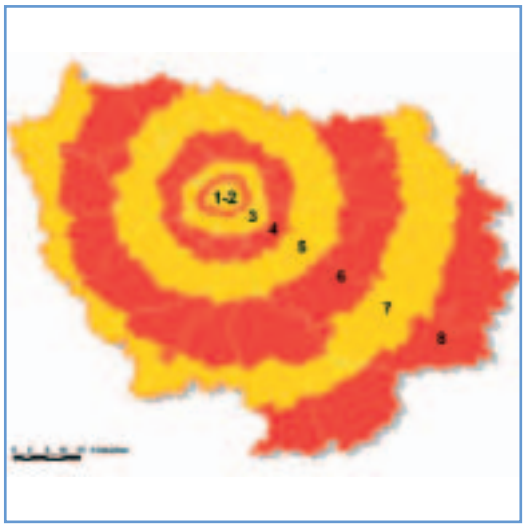
	Heavy rail	Metro	Tramway	Bus
SUPPLY				
Network length (km)	1,401	211	20	22,650
Number of lines	12	16	2	1,310
Number of stops/stations	447	380	34	28,950
Number of vehicles	4,831	3,557	129	8,235
Places-km (millions/year)	98,300	25,400	400	18,700
Number of operators	2	1	1	90
DEMAND				
Number of trips (million)	1,039	1,335	57	1,211
Passengers-km (million)	14,130	6,014	138	3,920

Fares in 2004

Ile de France is divided into 8 concentrical fare zones with full integration between modes and operators. STIF is responsible for the fare policy

- **Single ticket:** 1.40 €
- **10-ticket booklet:** 10.50 €
- **Passes:**
  - Daily pass: 5.30 € (zone 1-2) to18.40 € (zone 1-8)
  - Weekly pass: 15.40 € (zone 1-2) to 41.70 € (zone 1-8)
  - Monthly pass: 50.40 € (zone 1-2) to 136.9 € (zone 1-8)
  - Annual pass: 509.30 € (zone 1-2) to 1382.70 € (zone 1-8)
  - Annual pass for students: 271.70 € (zone 1-2) to 816.20 € (zone 1-8)

To be noticed: all employees get 50% re-imbursement of the price of their monthly passes from their employer (legal obligation)



Map of fare zones

Funding of public transport in 2004

Expenses (operations + investments):

7.22 billion euros of which 6.56 for operations

Revenues:

- **Farebox revenues:** €1.82 bn (27.7%)
- **Employers:** €3.16 bn (48.1%) of which €2.54 bn from Transport Tax and €0.62bn from re-imbursement of monthly passes
- **Public stakeholders:** €1.76 bn
- **Road traffic fines:** €100 million

Current developments and projects

Reform of STIF: The decentralisation law that passed in August 2004 set new framework for public transport in Ile de France: French State withdraws from STIF but will be still involved in public transport through ownership of RATP and SNCF (90% of trips). Regional council gets the presidency which narrows the distance between decision process and citizen.
STIF is devolved new responsibilities:
- Responsibilities for new services: On demand services, Scholar services, Inland waterways services
- Ability to undertake work mastery
- Ability to raise funds and borrow money
- Responsibility in the preparation of the Urban Mobility Plan
- Ability to devolve part of its competencies (except fare policy) to local authorities

STIF is transferred from State to Regional Council on July 1st 2005.

Smart card scheme roll out:: Electronic contactless pass called Navigo has been first introduced for annual subscribers then for students and pupils (also annual subscribers). Roll out started in September 2004 for the 3 million users of monthly travelcards.

Door to Door services in Val de Marne: After the creation of PAM service in Paris in 2003, dedicated to fulfill people with impaired mobility specific needs, STIF decided to co-finance this door to door service in Val de Marne, one of the 8 départements. This system aims at covering the whole region.

Reinforcement of night bus services: Night bus services operated both by RATP and SNCF will be renewed and branded with a common name: Noctilien. 12 new routes will be added to the existing network.

PRAGUE

CZECH REPUBLIC

REGION

- **Prague region, in addition to Prague city, includes a part of the Central Bohemian Region surrounding the city, particularly the entire area of districts Prague-East and Prague-West and parts of adjacent districts.**
  The boundary is defined by an area reaching 40-50 km from the centre.
- **Population of Prague: 1.2 million inh.**
- **Population total : 1.7 million inh.**
- **Area of Prague: 496 km²**
- **Area total: 3.750 km²**
- **N° of jobs (Prague): 0.73 million**
- **Annual GDP/inhabitant: 8,470 €**
- **2 local Governments, 319 elected municipalities**

METROPOLITAN AREA

Missions

Regional Organiser of Prague Integrated Transport (ROPID) is responsible for the operation of Prague Integrated Transport. It was entrusted the creation and development of the system of Prague Integrated Transport. Its task is organisational and checking.

Basic tasks:

- Elaboration of principles of the organisation of public transport.
- Proposal of economic arrangement of PIT operation
- Proposal of tariff and fare within the system of PIT
- Elaboration of regional project of the organisation of public transport.
- Arrangement of a unified PIT information system.

Organization

ROPID started its activity in 1993

Status: Municipal contributory organisation

Organised structure:

- Department of Contracting and Contract Supervision
- Department of Traffic Surveys
- Department of Transport Economy
- Department of Economics and Operation
- Department of Transport Planning and Organisation
- Department of System Development
- Informatics Department

Director: Jiri Prokel

Staff: 51

CONTACT

Responsible Person: Jiri Prokel

Address: Rytírská 10 - 110 00 Praha 1 - Czech Republic

Tel: 420 2 24 23 47 37 - Fax: 420 2 24 22 94 23

E-mail: ropid@ropid.cz - Web: www.ropid.cz

Ropid

PRAGUE

CZECH REPUBLIC

PUBLIC TRANSPORT SYSTEM

The integrated system based in:

- Unified regional transport system based on the preference of the spine rail transport (railways, Metro, trams).
- Possibility of combined way of transport by a personal car and by public transport means realised through the Parking & Ride parking facilities.
- Unified change tariff system enabling to make a ride by using a single ticket with the necessary changes,
- Creation of conditions for market and competitive environment on the transport market.

Tram, metro and the most part of the bus services are provided by **Dopravni Podnik hlvniho mesta Prahy, akciova spolecnost**, a municipally owned corporation. Suburban services run under State Railway (**Ceske Drahy a.s.**) and usually private bus operators.

	Dopravn pdnik hl. m. Prahy, a.s. **Metro-Bus-Tram**	**Suburban Bus**	Cesk drahy a.s. **Suburban rail**
Management Body	Municipally owned corporation Government	16 operators	State owned corporation
Address	Sokolovsk 217/47, Prague 9		L.Svobody 2, P-1
Managing Director	Milan Houfek		Peter Kousal
Web site	www.dpp.cz	www.ropid.cz	www.cd.cz

SUPPLY/DEMAND DATA 2003

	METRO	URBAN BUS	SUBURB. BUS	SUBURB. RAIL	TRAM
SUPPLY					
Network length (km)	50.1	718.2	1,451.5	639.7	137.5
Number of lines	3	202	130	26	2
Number of stops/stations	51	–	–	219	606
Number of vehicles	292	1,066	270	–	708
Places-km (millions/year)	35.5	65.3	15.8	57.2	49
Number of operators	1	6	13	1	1
DEMAND					
Number of trips (million)	1,24	-	-	-	-
Passengers-km (million)	6,26	-	-	-	-

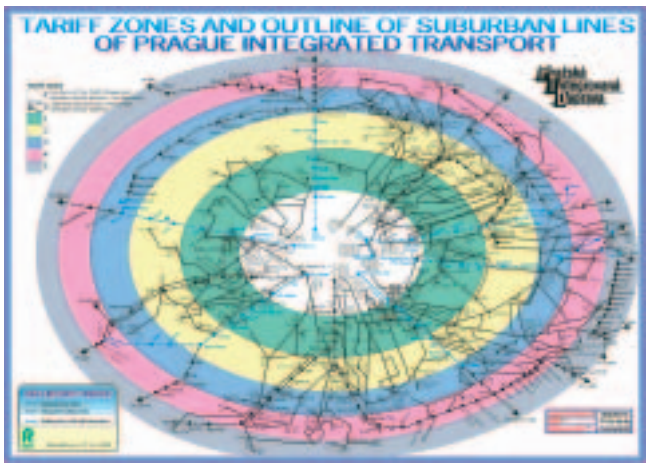
Parking and ride

Metro and Tram network

FARES 2004

There are two tariff zones in the territory of the City of Prague, "P" and "0". The surroundings of the City of Prague is divided in five zones (1,2,3,4,5), based on the distance.

Zone validity (number of tariff zones)	2	3	4	5	6	7
Validity period (min.)	60' (90')	90'	120'	150'	180'	210'
Full-price	0,39	0,59	0,79	0,99	1,18	1,38



Map of fare zones

For 3 days	For 7 days	For 15 days	Monthly	Quarterly (90 days)	Annual
6,6	8,25	9,24	13,86	37,95	125,4

FUNDING OF PUBLIC TRANSPORT IN 2003

Total expenditure from the City Budget for the transport: 0.575 bn €

Coverage of the public transport operational costs

- Subsidies from the budget of the City of Prague € 202 million
- Fare revenues € 91 million
- Subsidies from the state budget € 16 million

TOTAL € 339 million
for public transport operation only

CURRENT DEVELOPMENTS AND PROJECTS

P+R facilities

Selected P+R (park+ride) facilities operated in connection with subsequent use of public transport are also included in Prague integrated transport system.

Currently these facilities include the following P+Rs: Skalka, Zli_ín I, II, Nové Butovice, Radlická, Opatov, Rajská zahrada, _ern_ Most I, II , Palmovka, Radotín, Nádra_í Hole_ovice, B_chovice and Mod_any, all located next to Metro stations. Tickets used in connection with the use of P+R system are not available in the ordinary distribution network; these are available only from ticket vending machines located at P+Rs together with a parking ticket.

ROME

ITALY

REGION

- **Population of Rome: 2.8 million inh.**
- **Area of City: 1,286 km²**

COMUNE DI ROMA/ATAC

ATAC S.p.A. the Agency for Bus-Rail-Tram transport and for mobility has taken the lead in managing mobility in Rome

ATAC has the role of planning, co-ordinating, monitoring, promoting and marketing :

- The bus, tram and trolley services that are operated by Trambus S.p.A. and new operators
- The underground services that are operated by Met.Ro. S.p.A.

THE ROMAN MODEL

The new organisational structure of public transport in Rome, which started in 2000, has been defined the "Roman Model" to emphasise its innovative scope and its very special features.

It reflects a choice that means to make a clear distinction between a public body in charge of planning, regulating and monitoring and the delivery of services to players in the market place through tenders.

The model has ben odified by City Council deliberations 126/2005 and 127/2005 with the incorporation in ATAC of STA S.p.A., the Automobile Transport Company, that deals with the planning and the regulation of private mobility.

PUBLIC TRANSPORT SYSTEM

Public transport system in Rome consist in 2 metro lines, that are complemented by a suburban trains network, a network of 6 tram lines and a dense network of buses, with a significant number of night lines (22).

CONTACT

Address: Via Capitan Bavastro 94 - 00 154 Roma - Italia

Tel: +39 (0)6 67 10 32 36 - Fax: +39 (0)6 67 10 37 37

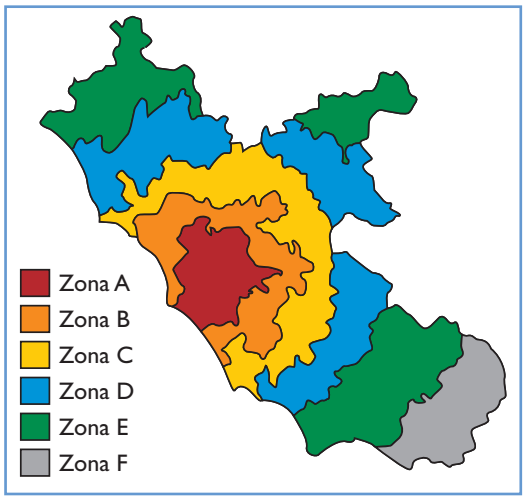
E-mail: dipVII@comune.roma.it

Web site: www.comune.roma.it - Website ATAC: www.atac.roma.it

Fares 2005

Fares in Rome city

TICKETS	
BIT (Timed Ticket):	1.00 €
BIG (Integrated Daily Ticket):	4.00 €
5 BIT (MULTIBIT):	5.00 €
BTI (Integrated Tourist Ticket):	11.00 €
CIS (Weekly Ticket):	16.00 €
PASSES	
Monthly (Ordinary Personal Pass):	30.00 €
Monthly (Ordinary Non-Personal Pass):	46.00 €
Monthly (Unemployed):	16.00 €
Annual (Pass):	230.00 €



Map of fare zones

Supply/Demand Data 2003

Indicator	Metro	Tram	Bus
SUPPLY			
Network length (km)	36.6	52	2,450
Number of lines	2	6	347
Number of stops/stations	49	-	8,184
Number of km vehicles (million/year)	31.5	5.2	131.7
Number of operators	1	1	-
DEMAND			
Number of trips (million)	265	46	882

Current developments and projects

Line C, the new underground line and backbone of Rome

Line C, Rome's third underground line, is assimilated to a backbone that crosses the city from north-west to south-east: It will connect currently distant urban areas and double the length of Rome's Underground network. Line C is 39 km long, with 42 stations, extending from the north in the area of Tor di Quinto-Vigna Clara, to the Farnesina, Flaminio and Prati districts, then bending eastward, passing under the Baroque part of Rome's historical centre, running under Corso Vittorio Emanuele II° as far as Piazza Venezia, and from there to the Colosseum and S. Giovanni. It then crosses the Pigneto, Centocelle, and Alessandrino districts, following Via Casilina to Torrenova, to terminate at the University Campus of Tor Vergata. Another branch, the Pantano line, extends to the eastern limits of Rome's municipal area, until to Pantano.

Electric buses : a flexible and non polluting transport system in the historic centre

Rome owns the largest fleet of electric buses in Europe: 51 five-metre-long minibuses carry passengers through all the narrow streets of the historical centre.

By 2006, 36 new electric buses (five and nine-metre-long) will be added to the current fleet in order to serve other places of interest in the city. The cost of these new vehicle reach 13 million euros

Innovative trolley-buses : a revival of the past

Trolley-buses have been reintroduced early 2005 on the route 90. Technological solutions enables today the vehicles to run without the overhead files when entering the Historical Centre so as to prevent aesthetic drawbacks of this environmental friendly mode of transport. The supply of 30 articulated buses, the construction of the overhead electick network and the transformation of the Montesacro depot in a trolley depot amounted to 54 million euros.

SEVILLE

SPAIN

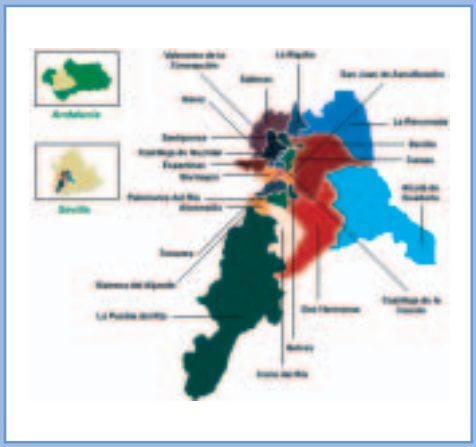
REGION

- Seville is the fourth largest Spanish metropolitan area after Madrid, Barcelona and Valencia.
- The Transport Area of Sevilla includes 22 municipalities.
- Population of Seville (2003): 0.709 million inh.
- Population of the Region (2003): 1.141 million inh.
- Area of City: 141 km²
- Area of Region: 1,387 km²
- N° of jobs in the Region (2003): 0.386 million
- Annual GDP/inhabitant: 12,609 €

CONSORCIO DE TRANSPORTES DEL ÁREA DE SEVILLA

Missions

To articulate the economical, technical and administrative cooperation between the different Authorities integrated to manage together competences and responsabilities in the fields of creation and management of infrastructures and transport services into the transport area of Seville.



Organization

Date of creation: 30 March 2001.

The Transport Consortium of the Area of Seville is a public authority integrated by the Andalusian Regional Government (45%), the 22 municipalities included (50%) and the Government of the Province (5%).

The Consortium has the following structure:

- Presidency
- Board of Directors
- Executive Committee
- Consultative Council
- Management

Manager Director: Armando Gutiérrez Arispón

Staff: 13

Budget

The CTAS budget for 2005 amounts to € 11.485 million

Among the expenses count personnel with € 0.629 million (which mean a 5.4% of total); purchases of goods and services € 1,156 million (10.06%); financial expenses € 0.03 million (0.26%); current transfers expenses € 9,239 million (80.4%); Investment € 0.258 million (2.24%) and capital transfers € 0,172 million (1.5%) Funds come from fares revenues € 5.880 million (51.2%); patrimonial incomes € 0.03 (0.31%) and subsidies to operation € 5.138 million (44.7%) and capital transfer € 1.333 million (11.6%).

CONTACT

Responsible person: Ignacio Ramallo García-Pérez
Address: Estacion de autobuses Plaza de Armas
Avda Cristo de la Expiracion s/n - E-41002 Sevilla
Tel: 34 95 505 33 90 - Fax: 34 95 505 33 91
E-mail: iramallo@consorciotransportes-sevilla.com - Web: www.consorciotransportes-sevilla.com

SEVILLE

SPAIN

PUBLIC TRANSPORT SYSTEM

Seville metropolitan area generated 1.593 million of daily motorised trips in 2001. Public transport represents 24.9% of total, amounting to 391,133 trips per day. Historical figures show a constant loss of weight for public transport in modal split, varying from 43.1% in 1983 to current 24.9%. The first **Metro** line is currently under construction.

- Urban bus services are operated by **Transportes Urbanos de Sevilla, S.A.M (TUSSAM),**
- 8 bus operators provide suburban bus services by means of contract-agreements with the Consorcio de Transportes del Área de Sevilla.
- Suburban rail service runs under **Cercanias Renfe**, the public national railways company.

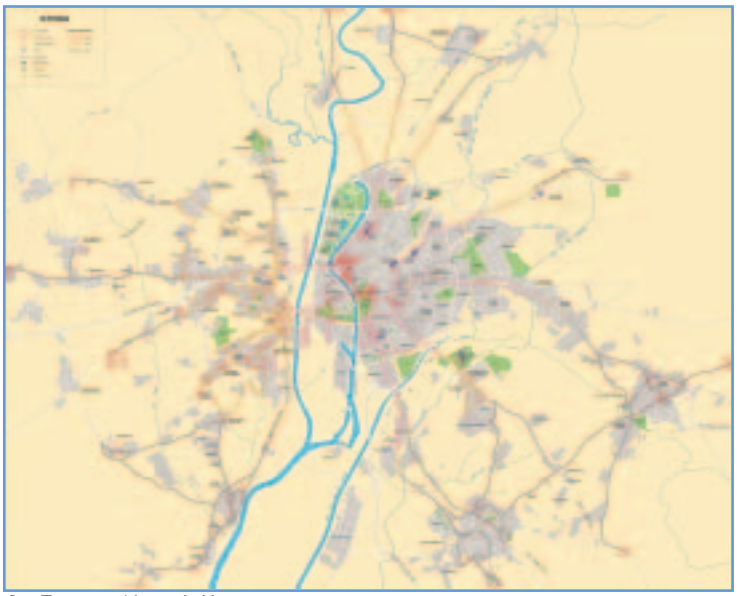
	Metropolitan Bus	Urban Bus	Metro	Heavy Rail
Management Body	Consorcio de Transportes Área de Sevilla	Tussam	Ferrocarriles Andaluces	Cercanías RENFE
Address	Estación de Autobuses Plaza de Armas. Avda.Cristo de la Expiración s/n 41002 Sevilla	Avda. de Andalucia, 11 41007	Rioja, 14	Estación de Sta. Justa. Avda Kansas City s/n. 41007
Managing Director	D. Armando Gutiérrez	D. Carlos Arizaga	D. Teófilo Serrano	D. José Lucena Prieto
Web site	www.consorciotransportes--sevilla.com	www.tussam.es	www.ferrocarrilesandaluces.com	www.renfe.es/cerca/

SUPPLY/DEMAND DATA 2004

	SUBURBAN TRAIN	SUBURBAN BUS	URBAN BUS
SUPPLY			
Network length (km)	30.1	1,525.0	421.0
Number of lines	3	51	42
Number of stops/stations	9	1,373 [1]	1,434 [1]
Number of vehicles	–	128	353
Number of operators	1	8	1
DEMAND			
Trips-year (one motive=one trip) (million)	2.6	102.4	
Passengers-km (million)	28.4	500.1	

1 = Adding total stops by bus line.

Suburban Train Network



Bus Transport Network Map

FARES 2004

Seville transport area is divided in three fare zones.

There is three kind of tickets:

- **Single ticket:** one trip in a metropolitan bus.
- **Bono 10 trips without transfer** (B10).
- **Bono 10 trips with transfer.** Each kind of ticket can be with **0 step, 1 step** or **2 steps** and depending of the ticket, it has a concrete time to do the bus transfer (45 m - 60 m - 75 m).

Steps	Single	Bono 10	Bono 10 T
0 steps	0.90 €	6.70 €	9.80 €
1 steps	1.00 €	7.10 €	10.20 €
2 steps	1.10 €	8.05 €	10.25 €

The kind of ticket, and its cost, depends of the number of zones that the passenger need to do the trip. It is called **"step"** or **"jump"** of zone.

Map of fare zones

FUNDING OF PUBLIC TRANSPORT IN 2005

Chapter III - Financial expenses	5,880,856,00 €
Chapter IV - Current transfers	5,138,030,77 €
Chapter VII - Capital transfers	36,000,00 €
TOTAL	11,485,766,77 €

CURRENT DEVELOPMENTS AND PROJECTS

Works for the metro of Seville

A network of 4 routes totalling 54 km was devised. Tunnels built in the 1970's have been examined and a tendering procedure was organised for the building and the operation of the first route in the context of a 35-year concession contract. Three international consortiums bidded for the contract, which was granted to a consortium made of Dragados and Sacyr. Construction works for the first line of 18.9 km, that will link the south-eastern suburbs with the western part of the metropolitan area, started in June 2003. Operations are expected for 2006.

Implementation of new services:

Actions on 12 lines to increase the quality of the service and the number of trips/day (123 new services).

Installation of new shelters.

After the installation of 650 stops post, we will continue with the installation of new shelters (in one year and a half we have installed more than 200 shelters).

Users information system.

The pilot plan was finished at the end of 2004. In 2005 we will continue with the installation of GPRS into the buses and the implementation of 20 new posts to inform the users about the time of next bus in stops.

Creation of a trip planner based on internet:

In 2005 will start a new project to improve the quality of the information to the users.

Study to improve connections with metro:

The aim of this study is to know the necessities to improve the inter-connections between buses and metro in order to promote the intermodality.

Study for enlargement of the action area of the Consorcio de Transportes of Seville:

Study to know the best way to extend the influence field and a new fare system to 19 new municipalities.

STOCKHOLM SWEDEN

REGION

- **Population of the county of Stockholm : 1.9 million inh.**
- **Population of Stockholm city: 0.75 million inh.**
- **Area of County: 6,500 km²**
- **Local Governments in the county: 26 municipalities**

AB STORSTOCKHOLMS LOKALTRAFIK (SL)

Missions

The task of Storstockholms Lokaltrafik (SL) is to offer public transport services to those who living and working in the county of Stockholm. This task includes the planning and the purchasing of transport services by competitive tendering.

An important part of the advantage to society of SL's services, apart from offering travelling opportunities, consists of contributing to reduced crowding of the street and road network and to lowering of the environmental influences caused by traffic.

Apart from forcing technical development forward, SL's main task is to assure that ecological requirements are met when traffic, products and services are purchased.

Organization

AB Storstockholms Lokaltrafik (SL), created in 1967, is owned by the County Council, a political body elected every 4 years. It is chaired by County Council Traffic Commissioner. The SL Board of Directors comprises 9 members and 9 deputy members, all appointed by the Stockholm County Council.

SL's activities are managed by the Managing Director and his management group of directors, all together 8 persons.

Budget

2004 Total operating expenses
9,242 million SEK (1,000 million €)

CONTACT

Director: Björn Dalborg

Address: S-12080 STOCKHOLM - SWEDEN

Tel: 00 46 8 686 1430 - Fax: 00 46 8 686 1503

E-mail: bjorn.dalborg@sl.se - Internet: www.sl.se

STOCKHOLM SWEDEN

Public Transport System

SL has 6 major operators, three on bus and three on rail.

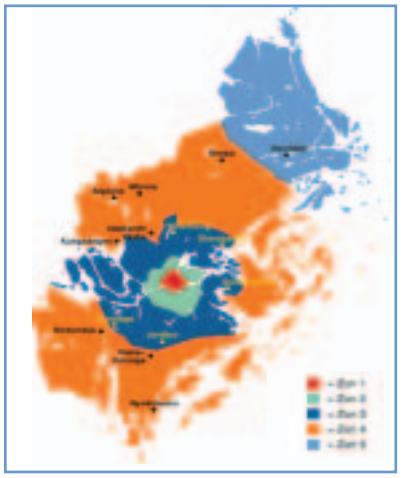
Supply/Demand Data 2004

	Communter trains	Metro	Local trains and trams	Bus
SUPPLY				
Network length (km)	200	108	110	9,159
Number of lines	3	7	4	469
Number of stops/stations	50	100	80	6,000
Number of vehicles	314	548	187	1,800
Number of operators	1	1	2	3
DEMAND				
Passengers-km (million)	1,103	1,556	214	1,516

Fares 2004

- Individual ticket: 30 SEK (3,33 €) for trips in zone 1,15 SEK (1,66 €) for each additional zone
- 30-days card: 6500 SEK (67,00 €)
- Annual ticket: 6195 SEK (688,00 €)
- Season card jan-apr: 2330 SEK (259,00 €)
- Season card may-aug: 1730 SEK (192,00 €)
- Season card sept-dec: 2330 SEK (259,00 €)

The work to develop a new ticket system is continuing. The plan is to introduce an electronic rechargeable so-called "Smart Card" in 2006.



Funding of public transport in 2004

Fare box revenues: 51%

Tax (= county income tax): 49%

VALENCIA

SPAIN

REGION

- The metropolitan area of Valencia is made up of 3 counties with a total of 60 municipalities.
- Population of Valencia (2003): 0.786 million inh.
- Population of the metropolitan area (2003): 1.66 million inh.
- Area of City: 136,85 km²
- Area of metropolitan area: 1,415 km²
- N° of jobs in the Region (2002): 0.626 million
- Annual GDP/inhabitant (2003-Provincia): 17 108,55 €

ENTITAT DE TRANSPORT METROPOLITÀ DE VALÈNCIA (eTM)

Missions

- **eTM** manages all the competences in regular metropolitan services except those belonging to the regional Minister of Transport.
- **eTM** also manages the taxi sector of the metropolitan area of Valencia.
- **eTM** is responsible for the planning in the metropolitan transport area of Valencia.
- **eTM** provides information about transport services in the metropolitan area of Valencia.
- **eTM** handles the sales network of integrated tickets.
- **eTM** supplies statistics and carries out studies about the metropolitan transport system of Valencia.
- **eTM** builds infrastructure transport works entrusted from the regional Minister of Transport.

Organization

The "Entidad Pública de Transporte Metropolitano de Valencia" (**eTM**, Valencia Metropolitan Transport Authority) is a public body which depends on regional government. It is the public transport authority for the metropolitan area of Valencia. **eTM** was created by a regional law passed in 2000 and started operating in 2001.
The Executive Board is composed of 16 members: the president, who is the regional government minister of transport (Conseller de Infraestructuras y Transporte); 2 vice-presidents, one of them Valencia's Mayor; 5 members representing the regional government; 1 member of the national government; the managing director of the regional railways system (FGV); the managing director of the urban buses system (EMT); the Director of **eTM** and the Secretary.
eTM was created to manage the cooperation smoothly between the regional government and

the municipalities in the field of planning and coordination of public transport . Another main role of the **eTM** is the urgent task of reorganization of the taxi sector.

Person in charge: Aurelio López Martín (Director).

Staff: 38 (December 2004)

Budget (2005)

Main Expenditures:

- Personnel € 1.472 million (15.4%);
- Purchases of goods and services € 0,728 million (7.6%);
- Financial expenses € 0.010 million (0.001%);
- Current transfers € 6,922 million (72.62%);
- Investment € 0,100 million (1.04%);
- Capital transfers € 0.300 million (3.14%).

Funds:

- Current transfers € 4.600 million (48.26%);
- Capital transfers € 0.400 million (4.19%);
- Own incomes: 4,532 million (47,54%).

CONTACT

Responsible person: José Molto

Address: Av. Enric Valor, 13 - E-46100 Burjassot

Tel: 34 96 316 07 00 - Fax: 34 96 316 07 13

E-mail: jose.molto@etmvalencia.es - Web: www.etmvalencia.es

VALENCIA

SPAIN

PUBLIC TRANSPORT SYSTEM

There are 3.73 million of daily trips inside the metropolitan area of Valencia. Most of them are motorised trips (56,4%). Of these 1,15 million trips less than a third totalised Public Transport, which means a low rate for public transport use in comparison with other European metropolitan areas.

Empresa Municipal de Transportes de Valencia (EMT) operates the urban buses system in Valencia city.

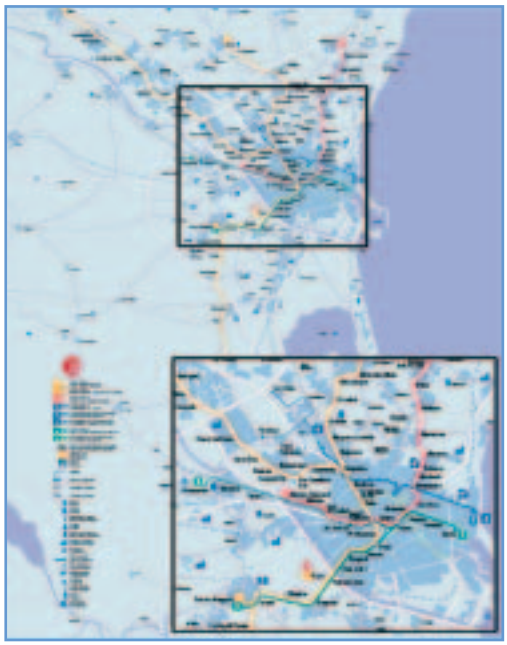
Ferrocarriles de la Generalitat de Valencia (FGV) provides tram, urban and suburban rail services in the metropolitan area of Valencia under the trademark of **MetroValencia**. Other suburban rail services are operated by **Cercanias** (commuter oriented services of RENFE, the State Railway Company).
Eight private companies held contractual agreements with the regional government to provide suburban bus services. eTM has generated a trademark **Metrobus** that groups them.

	EMT Urban Bus	FGV		Suburban train	Metrobus Suburban bus
		MetroValencia	Tram		
Management body	Public under municipality	Public under Regional Government		Public under State Government	Private, under public concession
Address	Pl. Correu Vell, 5	Partida Xirivelleta, s/n			
Managing Director	Ramón Ruiz	Marisa Gracia Giménez			
Web site	www.emtvalencia.es	www.fgv.es		www.renfe.es	www.emtvalencia.es

SUPPLY/DEMAND DATA 2002

INDICATOR	UNIT	PUBLIC TRANSPORT SYSTEM IN THE METROPOLITAN AREA				
		HEAVY RAIL	METRO	TRAMWAY	SUBURBAN BUS	URBAN BUS
SUPPLY						
Network length	km	96	120.0	13.0	686 [1]	333 [1]
Number of lines	units	5	3	1	52	57
Number of stops/stations	units	27	81	28	1.167 [1]	1.051 [1]
Number of vehicles	units	49	68	24	130	480
Total places-km	millions/year	535,11	2,060,24	219,61	621,23	1,719,98
Number of operators	units	1	1	1	8	1
DEMAND						
Trips-year (one motive=one trip)	million	9,98	45.02 [2]	6.0	14.84	103.1
Passengers-km	million	150,68	340,70	31,20	207,61	297,23

1= total lines length and line stops 2= number of stages



Metro network

Bus network

FARES 2005

The metropolitan area of Valencia is divided into three fare zones.
Each public transport operator has its own tickets but also allows the use of integrated tickets.

Not Integrated Tickets

A single ticket for **urban buses** costs 1.00 € and a 10 trips ticket 5.05 €
The price of a single ticket for the **metro** ranges from 1.10 € (one zone) to 2.20 € (three zones).
In case of 10 trips (bono metro), fares vary from 5.40 € (zone A) to 15.90 € (zone D).

Tickets and passes

Fares in Euro	A	A-B	A-B-C	A-B-C-D
1 day (T-1)*	3.0	-	-	-
10 trips (B-10)*	6.30	-	-	-
10 trips (Bonometro)*	5.40	7.70	10.60	15.90
Monthly pass (AT)	32.00	39.0	48.00	57.00
Monthly pass for students (AT-Jove)*	24.00	-	-	

* *Integrated tickets*

Map of fare zones

FUNDING OF PUBLIC TRANSPORT IN 2003

Million €	Operating expenses	Operating incomes
Metro Valencia	61.619	35.669
EMT	88.787	40.555
Private	Companies Self financed by fares	

CURRENT DEVELOPMENTS AND PROJECTS

After several years of falling patronage, the trend has reversed since 1998, and the number of passengers has increased by 13% in four years. The main reasons for this positive trend seem to be the building and extension of underground lines on the one hand, and the introduction of fare integration, on the other hand.

As an example, the number of passengers using metro (46 million in 2002) increased by 14,2% between June 2002 and June 2003. This result is linked to the inauguration in April of the first section of the third underground line (L5), which is operated by Metrovalencia (the trade mark of FGV, the Valencia regional public company responsible for regional railways). This new line, of a current length of 2.3 km, will connect the seafront with the airport in the future.

Projects of extention of the network, which already comprises 3 metro lines (L1,L3 and L5) and one tramway route (T4), are underway. The construction of a new tramway line (T2), counting 8 stations on its 4.3 km long route, of which 1.8 km will be underground, will be set up soon. It will connect the old city center with major public facilities and leisure areas. At the same time, the existing underground lines will be extended and a major interchange station (called Bailen) is being built now, close to the central rail station. This project, of a total cost of € 20 million, will connect two underground lines with the suburban and the long distance rail network.

VIENNA EASTERN AUSTRIA AUSTRIA

REGION

- Population of Vienna (2001): 1.6 million inh.
- Population of the Region (2001): 2.6 million inh.
- Area of City: 415 km²
- Area of Region: 8,400 km²
- N° of jobs (2001): 1.04 million
- Annual GDP/inhabitant: 24,400 €
- Car Ownership rate: 495.8 cars/1000 inhab.

VERKEHRSVERBUND OST-REGION (VOR)

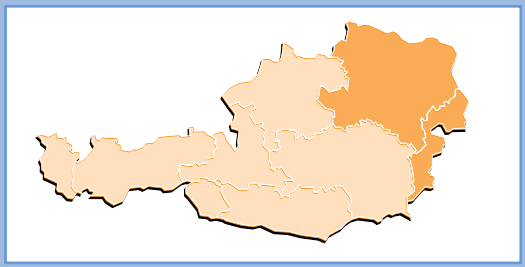
Missions

VOR is an independent public service company whose objective is to make public transport systems as easy and as attractive as possible for passengers.
VOR's vision is to provide travelers with an integrated user-friendly public transport network comprising railways, buses, tramways and underground. This means simple fare structure, and a modern and a customer oriented information system.
VOR is responsible for the co-ordination of provision of services by the different transport companies.
VOR sees to the share of fare revenues between the companies and grants subsidies to transport operators in relation with the acceptance of integrated tickets.
At the exception of the regional bus services, for which VOR is directly responsible, VOR has to co-operate with the other public transport authorities for the organisation of local transport services.
VOR has to anticipate so as to provide passengers in the future with public transport services that meet their needs.
This includes extension of underground network, integrated transport planning, setting up of convenient interchange facilities or use of innovative information technology for customer information.

Organization

Status: administrative department

The setting up of an integrated transport system is a complex process. It took more than 23 years to create VOR in 1984 since the first agreement between the Austrian Railways (ÖBB) and the company responsible for public transport in Vienna.



The members of VOR are the City of Vienna (44%), the Region of Lower Austria (44%) and the Region of Burgenland (12%).

VOR is the largest regional transport authority of Austria. A rail network of 8,000 km enables passengers to reach easily the different parts of Eastern Austria.

Staff:45

Budget

58,95 million Euros

CONTACT

Responsible person: Wolgang Schroll
Address: Postfach 361 - 1060 Wien - Österreich
Tel: 43 1 526 60 48 - Fax: 43 1 526 60 48 DW 106
E-mail: office@vor.at - Web site: www.vor.at

SUPPLY/DEMAND DATA 2003

	HEAVY RAIL	METRO	TRAMWAY	BUS
SUPPLY				
Network length (km)	1,579	62	241	6,054
Number of lines	36	5	32	254
Number of stops/stations	1,157	86	1,132	10,125
Number of vehicles	1,384	636	584	1,493
Places-km (millions/year)	20,376	8,272.1	4,116.4	3,441
Number of operators	3	1	2	11

Transport Network Map

FARES 2004

A wide range of different tickets is available for the city. Classified by the number of trips. There can be found single trip ticket (1.5 €), 4 trips ticket (6 €) and 8 trip ticket (12 €).

Day tickets are available for 1 day (5 €), 3 days (12 €) or 8 days (24 €) tickets.

For whole region as well as city center there are weekly, monthly and yearly pass cards.

	Weekly	Monthly	Yearly
City Center	12.5	45.0	409.0
Pupils	–	–	19.6
Elderly	–	–	204.0
Whole Metropolitan Area	47,6	167.9	1,638

Map of Fare Zones

FUNDING OF PUBLIC TRANSPORT IN 2003

Operation revenues: 443,56 MEUR/year

Share of simple tickets use: 7,48%
Share of concessionary tickets and card use 23,44%
Share of yearly / monthly / weekly card use 69,08%

VILNIUS LITHUANIA

REGION

- **Population of Vilnius (2003): 0.553 million inh.**
- **Area of Region: 402 km²**
- **N° of employed (2003): 0.299 million**
- **GDP per inhabitant: (2003): 6,783 €**
- **Local Governments in the Region: Vilnius City Municipality; Vilnius Region Municipality.**
- **Car Ownership Rate: 423 cars/1000 inhab.**

SUSISIEKIMO PASLAUGOS (SP)

Missions

The compulsory tasks of the entreprise are :

- Preparing public transport schedules and giving proposals on routes as well as types and numbers of transport vehicles,
- Providing information on compliance with public transport schedules,
- Arrangement of ticket production, distribution and control,
- Passenger compliance control in accordance with the procedure established by the resolution of the Ministry of Communications and legislation,
- Accumulation of means from sold tickets, settlement of accounts with carriers according to concluded agreements,
- Giving proposal on carrier selection tenders organised by the municipality to carry passengers at regular communication routes,
- Collecting and analysing information on passenger carriage within the city,
- Drafting legislation and other documents in relation with the enterprise's activities,
- Placement and maintenance of public transport schedules at stops,
- Preparing a project for the development of transport dispatcher's office.

Budget

Expenditures (2003)	24,738,340 €
Hiring of operators	22,130,634 €
Revenues:	24,745,008 €
Ticket revenue	16,205,642 €
Compensations	8,228,131 €
Other	305,646 €

Organization

SC Susisiekimo Paslaugos was founded in 1998, as a municipal enterprise, according to the resolution n° 230 of Vilnius City Council.

SC staff rise to 2455 people (including passenger compliance controllers, parking cashiers - controllers and 4 traffic controllers).

CONTACT

Responsible person: Vaidotas Antanavicius
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Tel: (+370 5) 270 93 39 - Fax: (+370 5) 2709339
E-mail: vaidotas.antanavicius@vilniustransport.lt - Web site: www.vilniustransport.lt

Public Transport system

At present, there are 2 largest carriers in the city of Vilnius using a common sample of public transport tickets. These are JSC "Vilniaus troleibusai" (Vilnius trolleybuses) and JSC "Vilniaus autobusai" (Vilnius bus fleet)

	Bus	Trolleybus
Management Body	JSC Vilniaus Autobusai	JSC Vilniaus Troleibusai
Address	Verkiu st. 52 - Vilnius	Zolyno st. 15 - Vilnius
Managing Director	G. Nakutis	J. Bagdonavicius
Web site	www.vap.lt	

Supply/Demand Data 2003

Indicator	Tramway	Bus
SUPPLY		
Network length (km)	73	327
Number of lines	18	63
Number of vehicles	304	288
Places-km (millions/year)	1,565	2,036
Number of operators	1	1
DEMAND		
Number of trips (millions)	-	-
Passengers-km (millions)	409	548

Fares 2003

Most common travel tickets used in Vilnius are single trip ticket and nominal monthly cards.
One, three or ten days tickets are also available, but they have a very low rate of use.
Standard price for single trip ticket for bus or trolley is 0.23 €, if you get it on board the vehicule it costs 0.29 €.

Fares in Euro	Bus or Trolley Monthly Ticket	Bus and Trolley Monthly	1 day ticket	3 days ticket	10 days ticket
Every day	10.1	14.5	1.2	2.9	5.79
Working days	8.1	11.6			

50 % discount of single and monthly ticket may use II group disabled people, people who have suffered from Soviet Union repression, their family members, people older than 70 years, students.

80 % discount on single and monthly tickets is offered to disabled children, groups of disabled people and volunteer soldiers older than 70 years.

FUNDING OF PUBLIC TRANSPORT IN 2003

The **operating costs** in 2003 Amount to 24.7 M€, shared as follows:

- 46.3% due to bus operating costs (10.8 M€)
- 45.3% from trolley operation (11.3 M€)
- 8.4% from other expenditures (2.6 M€)

The **operating revenues** come mainly from:

- Tickets sales:
  - Bus: 7,7 M€ (32%)
  - Trolleys: 8,4 M€ (35%)
- Subsidies from National Government:
  - Bus: 4,2 M€ (17%)
  - Trolleys: 4 M€ (16%)

Investments on public transport:

- Rolling Stock:
  - Bus: 0.4 M€
- Maintenance and replacement:
  - Bus: 3.6 M€
  - Trolley: 2.6 M€

CURRENT DEVELOPMENTS AND PROJECTS

Since March 1st, 2003 ME Susisiekimo Paslaugos has been responsible for car parking in Vilnius city. There are multi-storey and underground parking facilities, as well as paid on street parking under responsibility of MESP. Multi-storey garage with 117 places for personal cars and buses was opened in 2002.

Underground parking facilities with 262 places started operate in 2003. On street parking (5000 places) makes 112 zones, mainly in the city centre. City inhabitants or businesses can make reservation for parking for a month or longer period. Tariffs for parking at these facilities are set by Vilnius City Council.

The parking strategy in Vilnius is to take the entire on street parking places to the right side of the river Neris (further from the old town) and to introduce P&R system. Current ecological and traffic conditions need to be improved.

WARSAW

POLAND

Region

- **Population City (2004): 1,615,000 inh.**
- **Population Metropolitan Area : 2,200,000 inh.**
- **Annual GDP/ inhabitant: 8,500 €**
- **Area of Region: 518 km²**

Zarzad Transportu Miejskiego (ZTM)

Missions

Warsaw Transport Authority (City Budget Unit) targets are:

- Planning and organising public transport network (routes, timetables),
- Ordering and taking an attitude to the studies concerning development of transport network,
- Ordering service carrying out by strategic firms (MZA, TW and MW) and others (private firms) and monitoring it,
- Maintaining of infrastructure (bus and tram stops information, sheds, terminus),
- Carrying out fares policy (proposing systems, organising of distribution, checking-out of users, collecting fines),
- Creating public transport media image,
- Monitoring carriers.

Organization

Zarzad Transportu Miejskiego (ZTM) is the Warsaw Transport Authority which co-ordinates the underground, bus and tram services.

Budget

Funds for ZTM come from fares revenues and from Warsaw City Hall budget.

Collecting fare must cover more than 50-55% of ZTM budget.

CONTACT

Responsible person: Przemyslaw Pradzynski

Address: Ul. Senatorska 37 - 00-099 Warszawa

Tel: 48 22 827 06 64 - Fax: 48 22 827 25 52

E-mail: ztm.pm@ztm.waw.pl - Web site: www.ztm.waw.pl

WARSAW

POLAND

Public transport System

Warsaw's municipal transport consists of trams, city buses, sub-urban buses and the underground (metro). There are regular city bus lines, which run every day, as well as periodic city lines, which run on work days and during peak hours.
Warsaw's Metro has one line, which joins the city center: Gdański Station with its southern part: Ursynów-Kabaty. The trains run every 4 minutes during peak hours.

	Buses	Metro	Tramway
Management Body	Zarzad Transportu Miejskiego (ZTM)		
Address	Senatorska 37 00-099 Warsaw		
Managing Director		Krysztof Celinski	
Web site	www.mza.waw.pl	www.metro.waw.pl	www.tramwaje-warszawskie.pol.pl

Supply/Demand Data 2003

Indicator	Metro	Urban bus	Tram	Local railway
SUPPLY				
Network length (km)	15.5	1644	469,8	110
Number of lines	1	140	30	-
Number of stops/stations	15	3,374	514	43
Number of vehicles	108	2680	890	-
Number of operators	1	3	1	1
DEMAND				
Number of trips (million per day)	0,28	1,5		

Fares 2005

The same tickets are valid for all the means of municipal transport, including city and suburban lines and the metro.

Bearer Network Travelcards: valid for all day and night lines:	
90 Minute Network Travelcard	1,50
120 Minute Network Travelcard	1,80
1 Day Network Travelcard	2,40
3 Day Network Travelcard	3,60
One Week Network Travelcard	8,00
30 Day Network Travelcard	25,40
90 Day Network Travelcard	63,75

Types of tickets and payments	Standard price (fare)
1. Single fare tickets:	
valid for all lines within city limits, suburban lines within one zone	0,60
valid for suburban lines within two zones	1,20
2. Multiple City Pass:	
valid within the city zone for 10 journeys	5,40
3. Multiple Network Pass:	
valid for 10 journeys	10,75
4. Bearer Travelcards:	
within city limits	-
60 Minute City Travelcard	0,90
90 Minute City Travelcard	1,12
120 Minute City Travelcard	1,50
1 Day City Travelcard	1,80
3 Day City Travelcard	3,00
1 Week City Travelcard	6,00
30 Day City Travelcard	19,00
90 Day City Travelcard	47,30

Funding of public transport in 2003

The City authorities have talked to many potential investors – leading sources of financing and project management companies. Virtually all key companies expressed their interest in participating in this project. There is immense interest of the private sector in the development of the Warsaw subway under the public-private partnership (the so-called "PPP Concept").

Current developments and projects

A new section under construction, north of the A13 Centrum Station to A15 Ratusz Station has been designed using the experience collected during the construction and operation of the existing line. There is a change of methods for more modern ones. Easy access to new technologies and techniques makes the construction of the subway north of the A13 Centrum Station more affordable than the previous sections. The last section of the subway 1st line on the grounds of Warsaw Bielany Commune is at the level of preliminary engineering and legal arrangements.

Line II of the subway is to be the main axis of mass transit in the east-west direction. The length of Line II of the subway is 19 kilometres and 19 stations were located along the route. In the city centre the line follows Świętokrzyska Street, and then near the A14 Świętokrzyska Station it crosses the subway's Line I. An especially important part of Line II is the pass under the Vistula River. It is expected that the subway passage will follow the centre line of the Świętokrzyska Route, in a tunnel under the river.

A section of Line III of the subway: The length of the Praga section of Line III of the subway is 6.5km and 7 stations were located along the route.

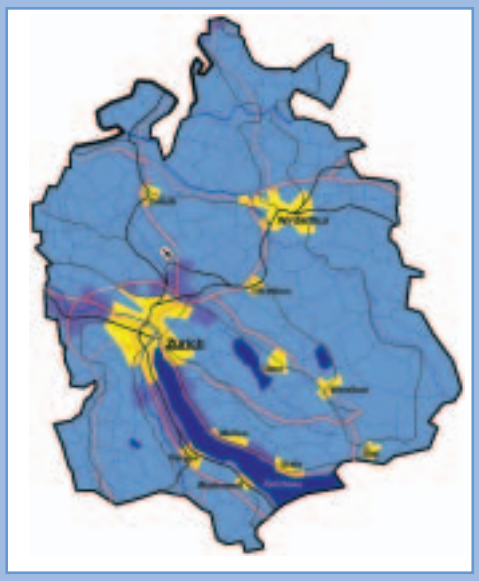
ZURICH

SWITZERLAND

REGION

- **The area served by ZVV contains :**
  - 2 larger cities (Zurich and Winterthur)
  - 171 communes in the Canton of Zurich
  - 14 communes in neighbouring cantons
- **Population of Zurich (2001): 0.4 million inh.**
- **Population of the Region (2001): 1.22 million inh.**
- **Area of City: 92 km²**
- **Area of Region: 1,834 km²**
- **N° of jobs (2001): 0.746 million**
- **Annual GDP/inhabitant: 35,035 €**
- **Local Governments in the Region: 187**

ZÜRCHER VERKEHRSVERBUND (ZVV)



Missions

ZVV is responsible for :

- the long-term strategic transport planning
- the strategic marketing
- the financing
- the tariffs

Organization

Date of creation: 1990; Status: Governmental institution incorporated under public law; Staff: 34

ZVV is part of the cantonal authorities in Canton Zürich, and managed according to the principles of New Public Management.

It is governed by a board consisting of 9 persons. The members of the board represent the government of Canton Zürich and Winterthur, the Communities in Canton Zürich, the National Government and the Swiss National Railway.

ZVV acts as a holding company for eight independent transport companies, each responsible for the market activities for a part of the network. The actual operations are handled by 39 different carriers, ranging in size from the Swiss National Railway to small bus operators.

Budget (2001/2002)

ZVV budget amounted to **429.16 million Euros.** Main funds are provided by fares revenues (€ 226.9 million, 52.8%). Public subsidies rise to € 202 million, 47.1%).

CONTACT

Responsible person: Mr Franz Kagerbauer

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Tel: 41 43 288 48 48 - Fax: 41 43 288 48 40

E-mail: dominik.bernet@zvv.zh.ch - Web site: www.zvv.ch

ZVV

Public Transport System

The ZVV Network is a highly integrated and connected transport system. All public transport companies operate under the guidance of ZVV. There is one ticket for all types of transport services which are buses, trains, tramways and boats.

The organisation and structure of the ZVV is as follows : its 39 partners include the 2 transport authorities owned by the Swiss Confederations, the SBB and PTT, the transport systems of the towns of Zurich (VBZ) and Winterthur (SBW), and a whole series of regional and local bus companies. But in addition to this, 2 funicular cable railways belonging to the municipality of Zurich, 2 private railways that operate in the canton and 2 intercantonal railways are also integrated into the Zurich Public Transport Association. Equally, the diverse mains of public transport available include the Zürichsee Steamer Company, the Greifensee Steamer Cooperative and the Adliswil-Felsenegg Aerial Cable-Car Service. All 3 of which are principally engaged in the pleasure-trip business.

Transport Network Map

Supply/Demand Data 2003

	Heavy rail	Tramway	Bus	Ship
SUPPLY				
Network length (km)	687	109[1]	1,620[1]	98.0[1]
Number of lines	25	13	302	7
Number of Stops/stations	240	164	2,000	31
Number of vehicles	220	351	699	21
Number of operators	6	1	26	2
DEMAND				
Passengers-km (million)	1,636	356	442	23

Funding of public transport in 2002

ZVV budget includes all fares income, which compensates individual operators in proportion to service provision and communal tax base.

Fares 2005

ZVV budget include all fares income, which compensates individual operators in proportion to service provision and communal tax base.

Ticket	Name of ticket	Price in euro for whole metropolitan area adult
Single fare ticket	Einzelbillett	9.65
Daypass	Tageskarte	19.31
Multiple trip or multiple coupon ticket	Mehrfahrtenkarte	52.16
Monthly pass	Monatsabo	138.41
Yearly pass	Jahresabo	1156.23
Pass for pupils/students (monthly)	Junior Monat	101.07
Pass for pupils/students (yearly)	Junior Jahr	844.01
9 o'clock Pass (for one day)	9 Uhr Pass	14.16

ZurichCard - the ideal ticket for visitors who only want to stay for one up to three days : 24 hours/9.65 euro and 72 hours/19.31 euro

Map of fare zones

HAMBURG

GERMANY

REGION

- **HVV services are provided in an area covering 8,700 square kilometres**
- **That's the whole of the Free and Hanseatic City of Hamburg, all the bordering boroughs or counties in the regional state of Schleswig-Holstein and Lower Saxony.**
- **The HVV service area is home to approximately 3.32 million residents.**

HAMBURGER VERKEHRSVERBUND GMBH

Missions

The HVV service area covers all or large parts of three regional German states.

These states and their respective boroughs, counties and municipalities have been legally appointed to act as public transport authorities (PTAs).

This means that they are obliged to provide and finance an adequate level of public transport for their local population. In order to perform this task as successfully as possible, the PTAs concerned decided to found HVV GmbH.

In conjunction with the transport operators co-operating in the HVV partnership we organise, guide and manage public transport in the metropolitan region.

Our main aim is to provide the population with efficient, user-friendly services at fair prices.

Organization

The first public transport co-operation in Hamburg was established in 1965 as a company of civil law. It operated in accordance with the respective business principles. It was owned by the public transport operators in the Hamburg region. As a consequence of the changes in the legal framework, the HVV GbR was restructured in 1996. Ownership of the HVV GbR was shifted to a co-operation agency owned by the competent authorities in charge of public transport, the HVV GmbH (limited liability company).

The HVV now is formed as a Triple-Level Model with the **Public Transport Authorities (Political Level)** being responsible for ensuring and financing an adequate service offer for residents in their area, the **HVV GmbH (Guidance and Management Level)** being responsible for managing local public transport on behalf of the public transport authorities (PTAs) and for co-ordinating the work of the transport operators and the **Transport Operators co-operating in HVV (Service Provision Level)** providing the local public transport and customer service.

Budget

Budget of HVV GmbH (guidance organisation): 516 Million € in 2004.

CONTACT

Managing directors: Peter Kellermann, Lutz Aigner

Address : Steinstraße 7 - 20095 Hamburg

Tel: 040-325775-0 - Fax : 040-325775-20

E-Mail: info@hvv.de - Web site: www.hvv.de

HAMBURG

GERMANY

Public Transport System

On average, around 1.8 million passengers travel on our services each workday. In Hamburg, 25% of all trips are made by public transport. As regards commuter traffic it's 33%. And in the city area we account for an impressive 67% of all trips made.

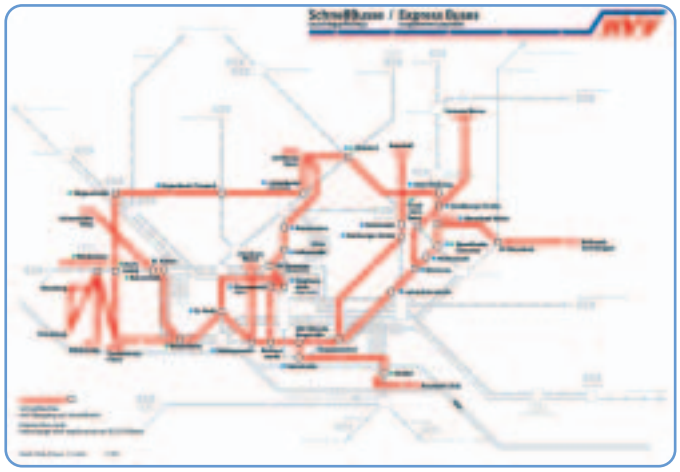
38 operators provide services for more than 540 Mio. customers a year.

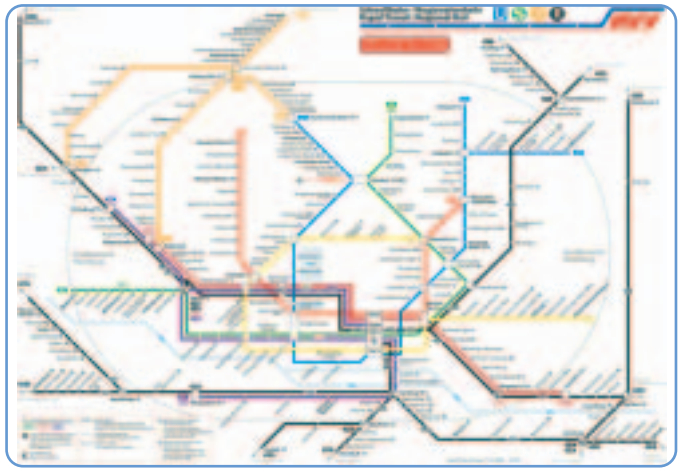
Supply/Demand Data 2003

SUPPLY	
Network Length (km)	5968
Number of lines/routes	453
Number of stops/stations	6384
Vehicles	3371
DEMAND	
Vehicles kilometres (million)	287
Passengers-km (million)	4542

Data 2003 (before territory expansion to the south)

	Urban Bus, Ferries	Underground	Heavy Rail	Suburban Bus
Transport companies	4	2	6	26





Fares 2004

- HVV's device is to provide its customers a clear and easy fare system. Therefore a fare integration exists within the whole HVV-region. All operating partners agree to apply the standard pricing of the joint fare system.
- Prices of ticket types vary depending on fare zones or fare stages.
- The ticket assortment is mainly divided into single and day tickets, seasonal passes (week or month) and direct debit tickets. Beyond this, HVV offers a lot of sales tickets such as family tickets, group tickets, student tickets and special tourist cards.

Funding of public transport in 2002

Funding of the public transport in the HVV is mainly based on fare revenues and government aid (statutory compensation payments).

The total expenditure of public transport in 2002 was 649 Million €. 58 % (378 Million €) of the amount are covered by fare revenues. 11 % are balanced by municipal authorities and federal state government and 31 % of the costs are paid by state government and ownership.

The level of cost recovery was by 65,5 % in 2002.

Current developments and projects

Quality-Management-System

HVV agreed with the operators upon quality-standards for the different modes of transport within the HVV-network, as there are metro-, rapid-transit rail-, bus- and ferry-services. The next step, we are currently working on, is the development of a Quality-Management-System. The system should ensure, that the operators meet the quality objectives and it is based on three components: Customer-Satisfaction-Surveys (CSS), Mystery-Shopping-Surveys (MSS) and Direct-Performance Measurements. The system is planned to have an incentive impact, which means, that there will be not only penalties for failing the quality objectives but also a bonus for exceeding the targets. The negotiations between HVV, operators and PTAs are planned to be finished in 2005 so that the system can be implemented this year as well.

Expansion of the HVV area to the south

Within the past 2 years the HVV region expended its territory twice. The implementation of the regional expansion to the north with a full integration of four counties took place at the end of 2002. Two years later, at the end of 2004, three more counties in the south have been integrated in the HVV area. Although the expansion is implemented towards our customers, internal procedures still need to be re-organised. For example, the co-operation with and between the new operators needs to be put on a new basis, our corporate design has to be carried out into our new regions and the allocation of the fare revenues have to be organised.

Other projects are:

Harmonisation of transport contracts
Further development of the customer information concept

STUTTGART GERMANY

REGION

- The "Verband Region Stuttgart" provides a framework for co-operation between the capital of the Land (federal state) of Baden-Württemberg - Stuttgart - and its surrounding administrative districts of Böblingen, Esslingen, Göppingen, Ludwigsburg and Rems-Murr-Kreis.
- Population of Stuttgart (2002): 587.000 inh.
- Population of the Region (2002): 2.66 million inh.
- Area of City: 207 km²
- Area of Region: 3,654 km²
- N° of jobs in the Region (2002): 1.075 million
- Annual GDP/inhabitant: 25% of Baden-Württemberg's

VERBAND REGION STUTTGART

Missions

The Verband's central aim is to marshal the forces of the 179 independent municipalities (towns and city districts) within the Stuttgart Region, thereby enabling the region to compete effectively both at a European level and on the world stage.

This democratically legitimated decision-making body embraces central planning policies - regional, infrastructure, landscape, traffic and transport - as well as business promotion, some areas of waste management, trade fairs and exhibitions as well as tourist marketing. It provides a uniform picture of the Region, both internally and to the outside world.

The Region is also the authority responsible for the suburban railways (S-Bahn) as well as for rail transport services of regional significance that start and terminate within the Region. In addition, the Region is responsible for integrating all of the region's bus services within the transport network. Rail transport services beyond this level fall within the responsibility of the Land of Baden-Württemberg. Furthermore, the administrative districts as well as the City of Stuttgart are the public transport authorities for (road-based) local public transport services in their territories.

Organization

The Verband Region Stuttgart was founded in 1994 by law to give the Region a political organisation with the population's own directly elected body of representatives: the Regional Assembly. The Regional Assembly's current chairman is Dr. Jürgen Fritz. The Executive Director, Dr. Bernd Steinacher, is in charge of the business office and its staff of about 47.

The main departments are: Planning / Economics and Infrastructure

Budget

The Verband Region Stuttgart's 2004 budget amounts to EUR 238 million, of which EUR 211.5 million is being spent on public transport (main areas: EUR 122 million on regional buses, EUR 49 million on the suburban railways). On the revenue side, the Land of Baden-Württemberg will be providing around EUR 50 million for operating the suburban railways, and EUR 32 million for financing the integrated transport network and subsidising reduced fares for students and disabled people. EUR 51 million will come from farebox revenue for the Region which, in turn, will be needed to fund the cost of operating the regional buses. The remainder is made up of levies from the City of Stuttgart and the administrative districts.

CONTACT

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Tel : 49.711.2275.966 - Fax : 49.711.2275.971

E-mail: zerban@region-stuttgart.org - Web site : www.region-stuttgart.org

Verband Region Stuttgart

STUTTGART GERMANY

Public Transport System

The integrated transport network (VVS) covers the regional administrative districts with the exception of Göppingen. VVS is jointly owned by the operators (50%) and public authorities (50%). Its main functions lie in distributing revenue and providing passengers with timetable and fare information.

Public transport within the region is operated by:

- **Stuttgarter Straßenbahnen AG** (SSB) (metropolitan light rail and city buses). With shares owned by the City of Stuttgart, SSB operates within the city as well as on a number of lines to surrounding municipalities.
- **Deutsche Bahn** (heavy rail and suburban rail (S-Bahn)), with shares owned by the state.
- **Around 40 regional bus companies** operating within the administrative districts.

	Urban buses, trams and Ferries	Metropolitan rail	Heavy rail	Suburban Buses
Management Body	SSB Stuttgarter Strassenbahnen AG (Stuttgart municipal transport company)	SSB Stuttgarter Strassenbahnen AG (Stuttgart municipal transport company)	DB Regio AG (German Rail)	Around 40 regional bus companies
Address	Schockenriedstrasse 50 70565 Stuttgart	Schockenriedstrasse 50 70565 Stuttgart	Presselstrasse 17 70191 Stuttgart	
Managing Director	Wolfgang Arnold	Wolfgang Arnold	Andreas Schilling	
Web site	www.ssb-ag.de	www.ssb-ag.de	www.s-bahn-stuttgart.de	

Supply/Demand Data 2003

	SBB		Heavy rail		Regional buses
	Light rail	Bus	Reg. trains	S-Bahn	
SUPPLY					
Network length (km)	177	665	552	248	3081
Number of lines	16	54	17	6	304
Number of stops/stations	196	609	145	71	2656
Number of vehicles	172	255	-	148	1020
Seat km (x 1,000)	3,702	1,264	-	7,204	2,843
Number of operators	1	1	2	1	41
DEMAND					
Number of trips (million)	-	-	308	-	-
Passengers-km (million)	-	-	3,175	-	-

Source: WS annual report 2003: see www.ws.de

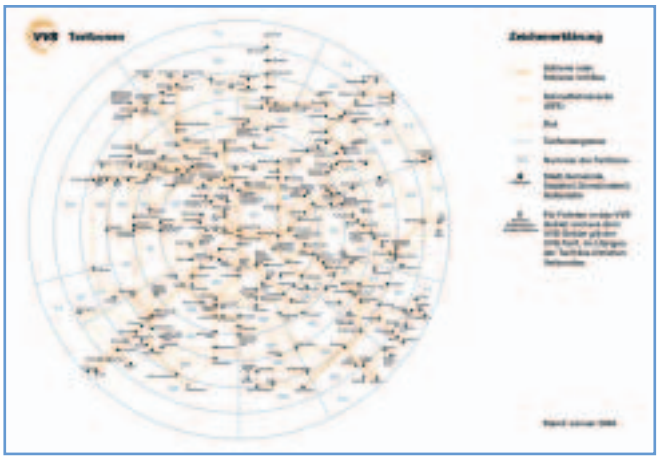
FARES 2004

Within the VVS integrated transport network, passenger fares depend on the number of zones travelled. Valid for the metropolitan light rail, heavy rail, suburban rail and bus services, all tickets are multimodal and permit interchanges.

Passengers do not have to pay for more than 6 zones (on single tickets) or 7 zones (in the case of passes for one week or more).

Prices:

- single ticket € 1.60 (1 zone)
- € 5.50 (6 zones),
- 4-journey ticket € 6.10
- € 20.40, weekly passes € 14.30
- € 48.30, monthly passes € 44.00
- € 148.00, year passes € 440
- € 1.515. Children aged between 6 and 14 receive a 40-50% reduction on the price of all tickets.



FUNDING OF PUBLIC TRANSPORT IN 2003

	SSB	S-Bahn	Regional buses	Heavy rail
Costs	251,00	137,36	117,60	-
Farebox revenue	133,39	88,93	47,32	9,15
Subsidies	117,61	48,43	70,28	3,35

** only regional subsidies, others: not available*

CURRENT DEVELOPMENTS AND PROJECTS

Preparing for opening up the suburban railways (S-Bahn) to competition:
Following a decision by the Regional Assembly, operation of the suburban railway system (S-Bahn) is to be opened up to competition when the current transport provision contract expires with DB Regio. Given the complexity and large quantity of rolling stock involved, preparations will get underway as early as 2005. The tendering procedure is to take place in 2006. Once the contract has been placed, the successful bidder will have a period of at least 4 years to prepare for the transition (in particular, to provide rolling stock).

Expansion of the suburban railway network:
New tangential lines are being added to the present radial suburban railway network. To this end, existing railways lines will be upgraded to suburban rail standard. However, before this can be implemented, extensive construction work will be necessary in order, for instance, to build new stops in close reach of residential areas. Due to take place over the next few years, the planned extension of the S 1 line via Plochingen to Kirchheim (Teck) will furthermore bring Stuttgart's city centre closer to this swathe of the population. Accompanying this development, all 71 suburban railway stops will be successively modified for disabled access. Thirty-five have already been completed.

New suburban railway train units:
With 39 motor-coach trains over 25 years old, the Region in 2003 decided to subsidise 50% of the cost of a total of 25 new units of type ET 423 worth approx. EUR 92 million. Complementary financing will come from the Land of Baden-Württemberg. This purchase will bring the average age down to 9.3 years. The last seven trains of this order will be going into service in 2005. With these seven trains, the region now "owns" a total of 35 (ET 423) and 17 (ET 420) train units which it will be able to offer to bidders taking part in the tendering procedure.

Metropolitan light railway and bus services in Stuttgart, the Land's capital
The capital's metropolitan light railway and bus services are the responsibility of the city which is the public transport authority. They are planned and run by Stuttgarter Strassenbahnen (SSB) AG which is wholly owned by the city. The most important aim of the next three years is to change Stuttgart's last remaining metre-gauge tramline to normal, metropolitan light railway gauge. In addition, the district of Fasanenhof – a large residential area with high-rise dwellings and a new adjoining business park – is to be linked up to the metropolitan light railway network by 2008. There are also proposals to extend this line to the Neue Landesmesse exhibition centre currently under construction at the airport, thereby giving the exhibition centre and airport a metropolitan light railway link in addition to the existing suburban railway service. 97% of metropolitan light railway stops already have barrier-free access to raised platforms. Work on converting the remaining stops will continue.
The routes and timetables of all inner-city and suburban bus lines are currently being revised and, if need be, adjusted to the changes that have taken place in demand.

New metropolitan light railway trains and fuel-cell buses
Up to 2003, SSB owned 137 DT 8.4-10 type metropolitan light railway train units which now have an average age of 12.9 years. In view of ongoing network expansion, delivery of a further 27 train units from the DT 8.11 series commenced this year, reducing the average age of the metropolitan light railway fleet to 10.9 years. By way of annual new procurement for the bus fleet, vehicles are currently being purchased that are equipped with CRT exhaust gas treatment technology in compliance with Euro-III standard. SSB also has three fuel-cell buses in regular service as part of the EU's CUTE project. The trial is set to continue until autumn 2005.

ASSOCIATION OF ITALIAN CITIES

Association of Italian Cities For Sustainable Mobility and Transport Issues (Associazione delle Città italiane per la mobilità sostenibile e lo sviluppo dei trasporti)

The association was set up by the 14 Italian municipalities at the core of a metropolitan area so as to improve the mobility conditions in the urban and metropolitan areas, and the sustainability of transport systems.

The aim of the association is to represent the cities by the Italian government, in particular the ministries of environment and of transport, and by the Italian parliament, so as to give a new dynamic to the national policies of mobility. It is concerned by the issues of sustainable mobility, pollution and road security. It follows carefully the European policies and supports the relationships between local authorities and regions, the Italian State and the European Union.

As stated in its statutes, the association promotes:

- the activities of planning of urban developments and development of transport systems
- the exchange of experience and the participation in common projects
- the development of intermodal public transport systems in application of the reform introduced by the legislative decree 422/97
- the setting up of "agencies" for the planning and monitoring of urban and metropolitan transport services
- the reduction of energy consumption, of emission of greenhouse gases, of air and sound pollution due to traffic
- the reduction of accidents and the developments of experiences of traffic calming for an improved security of traffic
- the exchange of experiences and co-operation between all actors involved in the development of transport services and between public and private companies in charge of operating these services
- the use of telematics and computers in the field of transport so as to guarantee the involvement of local administrations in the process of standardisation and of evolution of the legal framework at the natioonal ane European levels

Members:
Bari, Bologna, Cagliari, Catania, Firenze, Genova, Messina, Milano, Napoli, Palermo, Roma, Torino, Trieste, Venezia

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