

EMTA 10th Anniversary Conference 27 November 2008 - Paris (France)

1. EMTA celebrates 10 years of activity on 27 November In Paris.

- > Since 1998 EMTA has served as a joint forum for the European metropolitan transport authorities for exchanging information and disseminating the best practices in the field of urban transport.
- > To celebrate the decade, Hannu Penttilä President of EMTA and Jean Paul Huchon President of the Regional Council of Ile de France and president of STIF invite you to a conference in presence of European Commission Vice-President and Transport Commissioner Antonio Tajani (to confirm), on 27 November from 14:30 to 18:30 at Region Ile-de-France 57 rue de Babylone 75007 Paris.
- > The aim of the the conference is to acknowledge the role of metropolitan transport authorities as fore front actors in the implementation of sustainable urban transport policies Europe-wide and discuss the challenges yet to be overcome notably from a financial point of view.

EMTA 10th



> Moderator: Mary Crass Principal Administrator Transport Division ITF/OECD

> Speakers: Regional Councilor/ County Council administrator of STIF (Mr. S. Mery or Mrs. Le Néouannic); Centro Birmingham (to confirm); city of Warsaw (name to confirm) and discussant/ grand témoin Prof. J.M. Viegas Instituto Superior Tecnico Lisbon.

Round table 2:

The challenge of financing public transport. Focus on alternative ways of funding: congestion charge/tax and the question of real estate added value generated by urban projects including transport infrastructure. Examples of Madrid (building the major interchanges), Copenhagen the Ovestad urban project combining a new metro line with the inception of a specifically designed urban project and London with the funding of Crossrail. Not all were immediately successful, particularly due to the real estate market volatility sometimes foreseen revenues don't appear fully. This uncertainty will be raised in the course of the debate.

> Moderator is Alain Méyère Director of research from IAU-Ile de France (Region Ile de France Research Center on urbanism and transport).

2. Draft Agenda

- > 14:30 Welcome: Jean-Paul HUCHON President of Region Ile-de-France President of STIF.
- > Introduction: Hannu PENTTILA President of EMTA.
- > Presentation of main features of the Action Plan on "Towards a new culture for Urban Mobility" by Vice-President of the European Commission and Transport Commissioner Antonio TAJANI (to confirm).
- > Speakers: TfL or GLA (name to confirm) CRTM Madrid Dionisio Gonzalez Head of financing department, SL Stockholm (name to confirm), MOVIA Copenhagen (politician of the board of administration name to confirm), and a discussant EIB Mr. Aymerich (to confirm).

For more information: www.emta.com

Round table 1:

- > Urban transport policies, how to support sustainable development: challenges facing metropolitan transport authorities and how Member States and European Commission can help. Focus on the Sustainable Urban Transport Plans SUTP, with examples of Ile de France STIF Plan de Déplacements Urbains PDU, and UK Local transport Plans, and the point of view of a Central or Eastern country (most probably Warsaw).

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News from Europe

● About the Transport Telecommunications and Energy Council Meeting of 9-10 October in Luxembourg:

- > **Energy package:** The Council reached a deal on 10 October which represents an important step towards completing the internal energy market.

Commissioner Piebalgs stated: "I am pleased that Member States are supporting the Commission's drive to create a real internal energy market. The internal market is essential to deliver all three of Europe's energy objectives: a competitive European economy, security of energy supply and sustainability [...]. The main objective of the legislative package as proposed by the Commission in September 2007 and agreed by Energy Ministers today is to have a complete internal energy market with open competition and effective regulation".

These measures are essential for ensuring that sufficient new power generation capacity is built throughout Europe. Energy Ministers and the Commission are convinced that high investment is needed to ensure capacity and transmission.

After the agreement in the Energy Council, the Council, the European Parliament and the Commission will enter into negotiation to find a compromise. The whole package is expected to be adopted in the first half of 2009.

- > **Traffic offences: effective cross-border enforcement.**

At present, drivers committing an offence under the highway code in a Member State other than their own often avoid paying the penalty imposed on local drivers.

The Transport Committee approved on 09 September legislation based on the proposal of the Commission of March 2008 (doc. 7984/08) to ensure that drivers will be able to be identified and fined for offences they commit anywhere in the EU. The proposal which consists in an exchange of electronic data among Member States to identify offenders covers offences such as speeding, drink-driving, not wearing a seat belt and failing to stop at a red light has been presented to the Council on October 9-10. Parliament is expected to give in November 2008 opinion on first reading.

www.consilium.europa.eu/ueDocs/cms_Data/docs/pressData/en/trans/103282.pdf

- > **Hydrogen and fuel cell technologies:** The European Commission launched in October a long-term public-private research partnership aimed at accelerating the commerciali-

sation of eco-friendly hydrogen and fuel cell technologies. Over the next six years, the EU 'Fuel cells and Hydrogen' joint technology initiative (JTI) is to receive €470 million from the EU's current research budget in Framework Programme Seven FP7 running until 2013. The amount has to be at least matched by private sector contributions. However Parliament who had backed the initiative warns the Commission about the necessity of having a Europe-wide network of filling station for hydrogen powered vehicle to ensure the success.

NB: Joint Technology Initiatives (JTIs) are long-term public-private partnerships on areas defined as strategic for European research developed within the EU's Seventh Framework Programme for Research (FP7).

http://ec.europa.eu/research/fp7/index_en.cfm

● A dedicated center for expertise on public private partnership PPPs

European Investment Bank EIB and European Commission EC have launched in Paris on 16 September, under the French Presidency of the European Union, a European Center of expertise on PPPs.

22 entities have already signed the agreement protocol, among which: EIB, EC, Finance Ministers of Austria, Greece, Bulgaria, Finland, Ireland, Lithuania, The Netherlands, Slovenia, Slovakia, Ministers for Economy of Poland and Latvia, French Minister for Industry, the Danish Authority for Construction, the German Task Force for PPPs, the Technical Unit of the Presidency Council in Italy...

The objective of the Center is to reinforce the ability of public authorities in Member States to build and conduct projects on PPPs and stimulate and support the dissemination of experience and good practice.

The Center is financed by EIB (estimated budget is €4m) and will receive no fees for services to Member States and will include a team of high profile experts.

In the first phase within 2010 the Center will assist its members in drawing policies and programmes of PPPs in the field of transport and other priority sectors, and identify best practice and topics of common interest.

To day PPPs have amounted to more than €200bn, within the next years €100bn are foreseen to cover projects in the field of transport, education, health and environment.

News from the cities

● Extension of L3 metro line in Barcelona: infrastructure and urban design

The extension of the L3 line between the Canyelles and Trinitat Nova stations came into operation on 4 October 2008, with a new 1.8-kilometre tunnel section and two new stations, Roquetes and Trinitat Nova, which it is estimated will provide service for 4 million journeys a year. The initiative included the construction of two new parks in the area around the new stations, which has allowed this space to be recovered for the public. The work entailed an investment of €156.5m.

The new Roquetes station is the deepest station in the entire metro network, located at a depth of 56 metres. It is connected



to the outside by two huge cylinders, of 18 and 24 metres, and it has seven large-capacity lifts to aid movement between the entrance halls and the platform.

The Trinitat Nova station is part of a large interchange, together with lines L4 and L11 of the metro. It has been specially designed with translucent elements and materials in order to allow natural light to reach the platform area. Consequently, the main facade, which stands at the level of the new park, offers a glass structure that works as a huge window.

www.atm.cat

● Helsinki region: A new procurement organization

A new public transport procurement organization is being created in the Helsinki region. The new organization will bring together the different bodies currently responsible for the organization of public transport services in Helsinki and in the rest of the metropolitan area. The new organization is expected to attract also new members from among municipalities surrounding the Helsinki region. The aim is that the new procurement organization will start operating in the beginning of 2010.



Work on reforming the Helsinki region public transport begun in spring 2008. The two public transport organizations to be merged, Helsinki City Transport (HKL) and Helsinki Metropolitan Area Council (YTV), have been preparing the new organization together with the cities of Helsinki, Espoo, Kauniainen and Vantaa. The municipalities of Kerava and Kirkkonummi have joined in the process this fall.

HKL is responsible for planning and procuring Helsinki internal public transport services, whereas YTV is responsible for public transport services in Espoo, Vantaa, Kerava and Kirkkonummi. Initially also the Government was considering the possibility of participating in the new Helsinki metropolitan area public transport organization. The Government has, however, withdrawn its participation, in order to pursue the principle of regional equality.

YTV has also recently started working on a long-term transport system plan PLJ 2007 for the Helsinki region including managing mobility demand, developing public transport services, increasing transport system efficiency and developing infrastructure projects (see EMTA News 28 April 2007). The number of municipalities participating in the work is greater than ever so far: altogether 14 municipalities are involved. Expectations set for the new organization and for transport system planning are

similar. The new procurement organization is expected to be a strong actor with as many member municipalities from the entire metropolitan commuting area as possible.

www.ytv.fi

● London : Cool addition to the Tube network unveiled

Transport for London (TfL) has unveiled its first air-conditioned trains. They will operate on the Metropolitan line from 2010 and the Circle, District and Hammersmith & City lines from 2011.



The 'S-Stock' trains, which will serve around 40 per cent of the Tube network on the sub-surface lines, will have air conditioning, walk-through carriages with CCTV coverage in each one, plus improved accessibility. They are being delivered as part of TfL's Investment Programme.

TfL Commissioner Peter Hendy said: "The new air-conditioned trains are part of vital upgrade works which will transform the oldest and complex lines on the Tube network - the Circle, District, Hammersmith & City and the Metropolitan lines. When works are completed, passengers will see faster, more reliable journeys and more trains per hour".

Mayor Boris Johnson added: "London is the coolest city on the planet and now we're getting the coolest trains too".

In total, 191 trains will be introduced. The first will be delivered for testing next year.

NB: The Metropolitan Circle, District and Hammersmith & City lines are known as sub-surface lines because underground sections run just below street level rather than in deep level tunnels.

www.tfl.gov.uk

● Consorcio de Transporte Metropolitano de Sevilla 2007 Mobility review

A survey on household mobility facts and behavior has been conducted in 2007 by the Consorcio de Transporte Metropolitano del Area de Sevilla with the help of Instituto Apoldo. 35000 interviews across 46 municipalities of the urban area of Sevilla targeted to 12 years old and above population (85% of a total population of 1,438,451) have been recorded in the months of October and November. The study has been funded 60% by the Consorcio and 40% by the Province of Andalusia.

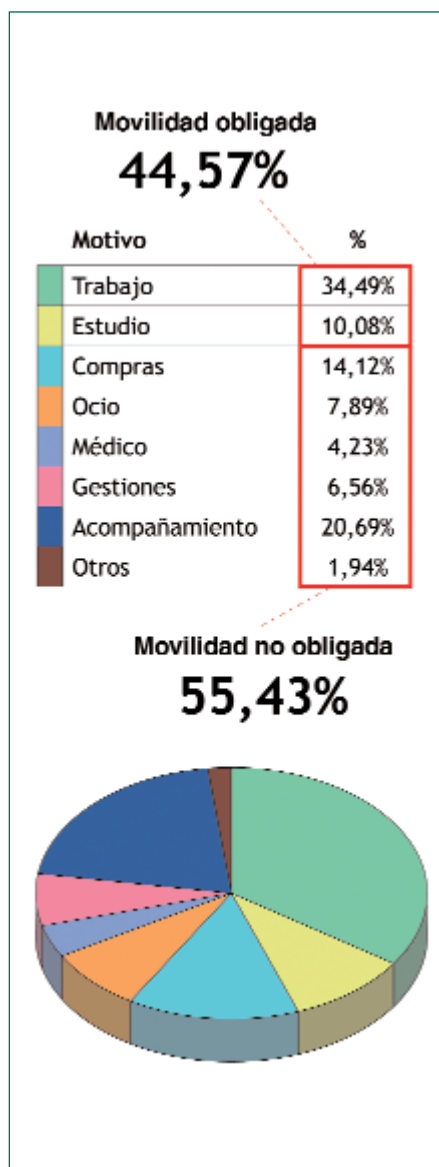
Here is a summary of the key findings. The average number of trips per person per day is 2.33 out of which 69.5% are done with mechanized modes and 30.5% by non-mechanized. The use of private cars among mechanized modes is still very important, 80% of the total trips, leaving a share of 20% to public transport where urban and suburban buses are the favorite modes amounting to 82.7% of the journeys. The railway

network (RENFE) represents 8% of the daily trips and a recently opened tram line Metrocentro should progressively add to the share of rail transport.

According to main activity profiles, workers represent 45.70% of the daily trips made and students represent 13.12%, but pensioners represent 18.12% of the trips, thus overweighting the student's mobility. In confronting mandatory daily trips for working or studying and non-mandatory trips for any other reason, the majority is represented by non-mandatory trips 55.43% versus 44.57%.

The typology of trips show that 44.3% of trips are made inside the main city Sevilla, 25.6% of journeys are done from Sevilla to the suburban area, and some 27.5% represent trips inside municipalities of the metropolitan area outside of Sevilla. Very few trips (2.6%) are made with Public Transport from suburb to suburb which is the most common situation in European metropolitan areas.

A point has to be made about cycling. Thanks to a sound policy towards soft modes initiated after the positive experience in 2006 during the European Week for Mobility, cycling is encouraged in the metropolitan area of Sevilla. The survey figures show that among the cyclists, 61.9% use their bicycle every day, be they private owned bikes or public bikes borrowed from the BUS+BICI scheme, thus demonstrating cycling is considered a sound way of achieving daily mobility needs.

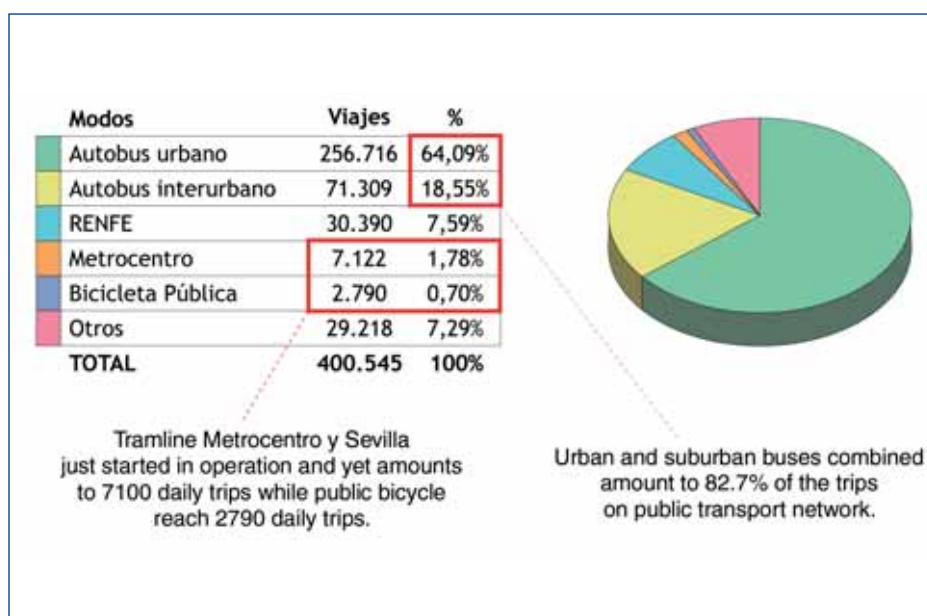


A central data base registering bicycles using specific bar codes has been opened in 2008 by the city of Sevilla to discourage robbery, and mostly the BUS+BICI scheme allowing public transport pass owners under certain condition to borrow for free a bike at main bus stations, has been launched by the Consorcio de Transporte Metropolitano del Area de Sevilla early 2008 (see EMTA News n°33 July-August 2008) Although the vast majority (91.8%) of cyclists in the area of Sevilla do own their bike, the growing success of BUS+BICI just lead to an extension of the fleet (now 150 public bicycles) and a new installation in the bus station Plaza de Armas.

www.consorciostransportes-sevilla.com

Agenda

- **CITIVAS**
Forum Conference
9-11 November 2008
Bologna, Italy
www.civitasinitiative.org/main.phtml?lan=en
- **POLIS:**
Annual Conference
25-26 November 2008
Barcelona, Spain
www.polis-online.org
- **EUROCITIES**
Conference
26-29 November 2008
The Hague, Netherlands
www.eurocities.org/main.php
- **EMTA**
10th Anniversary Conference
27 November 2008
Paris, France
www.emta.com
- **UITP**
3rd Metro Conference
3-5 December 2008
Lausanne, Switzerland
www.uitp.org



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