Activity report 2007
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Foreword

We are happy to present the Activity Report 2007 of the UITP European Union Committee (EU-Committee) and its executive body, Euroteam. In the first instance it is intended for the information of all members of UITP, but we believe that it will also be very useful to others who are interested in what happens at the interface between public transport and the European Union. Local public transport sector contributes significantly to European goals whether in terms of enhancing freedom of movement and the economic functioning of cities, reducing pollution and tackling global warming, decreasing accidents or combating social exclusion. It can, however, only make an effective contribution if it has the necessary freedom to do so within a supportive administrative and financial environment. The UITP EU-Committee/Euroteam accordingly not only lobbies to seek changes to pending EU legislation, but also seeks to promote public transport in the European institutions and among influential associations, universities, and other opinion-forming bodies.

The mission of the UITP EU-Committee is to represent the interests of European Union public transport undertakings, members of UITP, before the representative institutions and bodies of the European Union and all other related organisations.

The year 2007 has been a crucial one for the whole public transport sector. Above all it has been the year of the break-up of the log-jam on legislation on the most important issue for our members: the European legal framework for public passenger transport. It was also the year of the preparation and launch of the Green paper on urban transport “Towards a new culture for urban mobility”. Last but not least, work has continued on other current dossiers in the field of transport policy, on safety and security and in the environmental field. 2007 has also seen a considerable expansion in the Committee’s involvement in EU research and standardisation.

Guido del Mese
President of the UITP EU-Committee

Brigitte Ollier
Director of the UITP EuroTeam

The strategic objectives of the UITP European Union Committee are:

1. To help create a supportive European legal, financial, technical and administrative environment for public transport undertakings at EU level (and help members to adapt to new legislation when needed);
2. To help generate the political will at European level for the promotion of public transport at urban and regional level;
3. To act so that EU-funds (regional funds and R&D) also target the promotion of sustainable urban mobility and more specifically the development of public transport;
4. To involve UITP members more closely in the technical harmonisation relevant to the sector at European level.
1. Regulatory framework for urban, suburban and regional public transport

1.1 Market organisation for public transport services

The year 2007 has been dominated by the second reading and final adoption of the proposed “Regulation of the European Parliament and of the Council on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70”. This European legal framework lays down the common rules for the award of public service contracts for passenger transport. It includes an obligation for competent authorities to use public service contracts as legally binding acts to entrust an operator with the provision of the public transport services.

The second reading of the European Parliament began during the first plenary meeting of the year, on the 18th January 2007. Lively debates took place in the Transport Committee and more than 200 amendments where put forward. Euroteam has accompanied the whole process, informing members about the text changes as discussions advanced. The first semester of 2007 has been a very intensive period, as almost every word of the regulation was discussed. On the 10th May the second reading of the European Parliament was completed, paving the way for the Council, acting by a qualified majority, to finally adopt the text (final adoption in September 2007).

The regulation has been published in the Official Journal of the European Union – L315 on 3rd December 2007 and shall enter into force on 3rd December 2009.

As part of its monitoring activities in this field, EuroTeam has organised in Barcelona in October 2007, a conference1 on “Public service contracts in the European Union and contractual relationships”. This event enabled the EU-Committee members and all other interested participants to take stock of the organisational changes currently going on in the different countries and to share experiences with tendering procedures and contracting. New innovative practices are emerging in this area and market actors constantly change and adapt.

1.2 Third railway package

The Third railway package, which is made of two directives and one regulation, has been published on the Official Journal of the European Community on 3rd December 2007, at the same time as the Regulation on public passenger transport services, mentioned in the previous chapter.

1.2.1 Directive on rail market access

The directive is reconsidering the opening of the European Rail Market. It has taken into account most of the recommendations made by the UITP EU-Committee in order to avoid a negative impact of commercial services on services operated under public service contracts. According to the directive, the international passenger rail market shall be opened up to competition on 1st January 2010. It is also agreed to allow Member States to raise a levy on passenger rail services in order to contribute to the financing of public service obligation compensation in the framework of public services contracts concluded in accordance with Community law.

1.2.2 Directive on the certification of train drivers

The directive on the certification of train drivers operating locomotives and trains on the railway system of the Community sets out some binding requirements for train drivers relating to medical fitness, basic education and general professional skills.

1.2.3 Regulation on rail passengers’ rights and obligations

The most critical regulation of the so-called Third railway package was the “Regulation of the European Parliament and the Council on rail passengers’ rights and obligations”. During the whole decision making process, and in particular during the second reading in 2007, Euroteam, on behalf of the EU-Committee, has had many discussions with MEPs and officials to explain the potential impact of the initially proposed measures on the suburban and regional passenger rail services (representing over 90% of all passengers using traditional rail services). The finally adopted text reflects to a large extend many of the recommendations put forward by the UITP EU-Committee.

The regulation shall apply to all rail journeys and services throughout the Community provided by one or more licensed railway undertakings. It shall not apply to railway undertakings and transport services which are not licensed (mostly metro and Light Rail networks). The regulation shall entry into force on 3 December 2009.

None of the licensed undertakings and services can be exempted from the provisions of some articles of the regulation, but apart from these:

- a Member State may grant an exemption for a period no longer than 5 years, which may be renewed twice (e.g. 15 years as a total maximum), for domestic rail passenger services;
- As requested by the UITP EU-Committee, a Member State may permanently exempt urban, suburban and regional rail passenger services2. The exemption shall have to take into account for applying these definition the following criteria: distance, frequency of services, number of scheduled stops, rolling stock employed, ticketing schemes, fluctuations in passenger numbers between services in peak and off-peak periods, train codes and timetables. Members States shall inform the Commission of exemptions granted. The Commission shall check their accordance with the regulation and publish a report on exemptions before 3 December 2012.

One issue remains very unsatisfactory. The cross-border local rail market segment is not properly addressed: cross-border suburban and regional rail services cannot be exempted from the scope of the Regulation, while they might be operated as part of integrated local public transport systems which can be exempted for their part operated within a single Member State.

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1 All the documents related to this conference are available on MOBI+, the UITP e-library: www.uitp.org/knowledge/information-centre.cfm (for UITP members only)
2 “Urban and suburban services” are transport services operated to meet the transport needs of an urban centre or conurbation, as well as the transport needs between such centre or conurbation and surrounding areas;
Regional services” are transport services operated to meet the transport needs of a region.
1.3 Other legislation on passenger rights
Following its modal approach, the European Commission is looking into further regulating passenger rights for other modes of transport. The EU-Committee was represented in two consultations on passenger rights in bus and coach transport (October 2005) and on passenger rights in waterborne transport (May 2006). Further legislative proposals have been announced for 2007, but currently it is not sure if and when they might be presented.

For all modes (rail, bus, waterborne), the EU-Committee has asked the European Commission and the European Parliament to acknowledge the obvious differences between long distance and short distance passenger services. In any case, before the extension of European legislation on passenger rights to suburban and regional services, a comprehensive impact assessment is required.

In parallel with ongoing discussions at the European level and in some EU Member States, the EU-Committee, in conjunction with the UITP Corporate Management Committee, has taken a proactive approach and has produced the UITP Passenger Charter on passenger rights and obligations. The UITP Passenger Charter has been presented in October 2006 and during the UITP World Congress in Helsinki in May 2007. It aims to improve the customer focus of public transport operators and therefore makes recommendations on how to design an individual and locally adapted passenger charter. In two short pages such a charter would cover the following issues: statement of operator commitment, safety and security, customer information, reliability, punctuality, cleanliness, condition of facilities, journey comfort, accessibility, customer comments and customer obligations.

2. Other transport policy issues

2.1 Green paper on urban mobility
At the very beginning of the preparation phase of the Green paper on urban mobility (published by the European Commission in September 2007), the UITP EU-Committee together with ETF (European Transport Workers Federation) have published in January 2007 a joint statement of the European social partners for public transport. This joint declaration has underlined the responsibility of the EU to play a facilitating role for the promotion of sustainable urban mobility in Europe.

In order to better involve all UITP members into this debate, the EU-Committee organised in spring 2007, in Brussels, a conference “Urban mobility – opportunities and challenges: time for action”. The debates have been organised around two main sessions:
- Current initiatives relevant for urban mobility and public transport – what impact at local level?
- What added value could be expected from an EU policy on urban mobility?

These discussions provided valuable input for a detailed position paper “What European framework for sustainable urban transport?” put forward by the UITP EU-Committee in May 2007.

In June 2007, the President of the EU-Committee co-signed a joint letter with European organisation of cities and regions addressed to Jacques Barrot, Vice-President of the European Commission, responsible for transport. This message was articulated around four points:
- The recognition that the European Union has a major role to play in favour of sustainable urban mobility for all,
- Achieving modal shift is a major objective. Innovative policies, practices and technologies are essential for this objective
- Appropriate financing is a major issue
- Close involvement of European cities, regions, transport authorities and operators is crucial.

During the whole year, EuroTeam has participated in all (technical) workshops organised by the European Commission on the different topics put forward:
- Urban transport: problems, solutions and responsibilities
- Promotion of Clean and Energy Efficient Vehicles
- Urban transport financing: experiences from different cities
- Public transport, intermodality and intelligent transport
- Integrated urban transport approaches for successful and attractive cities

All the documents related to this conference are available on MOBI+, the UITP e-library: www.uitp.org/knowledge/information-centre.cfm (for UITP members only)
All these discussions have clearly shown that UITP is a recognised and competent partner on all questions relating to urban mobility and more particularly to public transport. This is also reflected in the “Report on urban transport in Europe”, prepared for the European Commission by subcontracted consultants. On 25th September 2007, the European Commission published the Green paper “Towards a new culture for urban mobility”, putting forward 25 questions to be answered before 15 March 2008.

2.2 Internalisation of external costs
The issue of “internalisation of external costs” has been discussed since many years. In 2007 the European Commission had launched a new consultation on the internalisation of external costs caused by transport in general. Hereby the Commission focused on the following factors causing external costs: Congestion, Accidents, Noise, Air pollution, Climate Change.

The UITP EU-Committee has welcomed the initiative of the European Commission and has submitted a dedicated position*.

From its point of view a modal shift from private car to public transport, and therefore an increased efficiency of public transport could be expected from the internalisation of external costs of transport:
- A modal shift from car to public transport and to “soft modes” can heavily reduce the pollutant emission of urban transport (mainly produced by private car) as well as the space consumption for traffic and especially for parking in dense areas.
- Internalisation of external costs can also facilitate new land use patterns, and a sustainable urban development.
- It is important to also regard the benefits of certain transport modes and not only their external costs. The contribution of the provision of public transport should be taken into account positively, when judging the external costs of public transport and when allocating the funds coming from taxation and other measures related to the internalisation of external costs.

The UITP EU-Committee has asked the European Commission to follow the chosen way to internalise external cost but to take into account also the benefits of certain transport modes as public transport, e.g. social inclusion.

2.3 Use of market-based instruments (MBI)
During the first semester of 2007, the European Commission has published a “Green paper on market-based instruments to support environment and energy related policy purposes”. Although this consultation document was very large in scope (much broader than “just” transport in urban areas), the EU-Committee felt that this issue was important: “Market-based mechanisms and instruments have the potential and are necessary to contribute to solving mobility-related issues in urban areas by strengthening the environmental (and social) advantages of softer modes of transport, in particular public transport, in comparison with private modes.”

EuroTeam therefore prepared a response to the consultation, expressing the views of public transport undertakings (rail, road and waterborne) and specifically addressing the situation of urban, suburban and regional passenger transport*. The main possible market-based instruments for the promotion of sustainable transport that were described, fall into the following categories: emission trading including domestic offset projects (DOP); direct charges including taxation, parking fees & taxation of new parking spaces, differentiated road pricing and other instruments etc.


3. Environmental issues

3.1 Climate Change
The approach of the EU-Institutions for tackling climate change is mainly technically oriented and largely ignores the situation of urban transport. Within this political context, the EU-Committee/Euroteam has - at all occasions - reiterated its main position that tackling climate change and increasing energy efficiency must also address the specific situation of urban transport! Technology alone can not deliver the required change within an appropriate time frame without other measures, in particular changes in the mobility behaviour of citizens.

It takes around 20 years to renew a national vehicle fleet, transition technologies and modal shift must bridge the gap.

For this reason, the EU-Committee believes that modal shift to public transport, walking and cycling should be a main objective for the EU. The President of the EU-Committee has developed this request during his meeting with the Portuguese Secretary of State, Mrs Ana Paula Vitorino, at the beginning of the Portuguese Council Presidency. The UITP EU-Committee has developed a Memorandum for the Portuguese Council Presidency: Achieving sustainable urban mobility, as a key strategy towards the main policy objectives of the European Union in terms of competitiveness, climate change, environmental protection and social inclusion*.


3.2 Air Quality
European legislation on ambient air quality is currently being reviewed and extended. The focus is on limit values which may not be exceeded more than on a maximum number of days for the following pollutants: particulates (PM 10, PM 2,5), NOx, CO, SOZ. EuroTeam has participated in a workshop of the European Commission on technical measure to reduce local emissions from existing heavy vehicles and captive fleets.

3.3 Protection of soil

4. Security

The terrorist attacks which have occurred on public transport in Madrid, London and elsewhere in Europe have naturally resulted in a succession of initiatives at European level aimed to stimulate new initiatives to combat terrorism and to improve the co-ordination of the different parties involved in combating terrorism.

4.1 Safety and security by passenger land transport

The Commission has published a communication on safety and security by passenger land transport in November 2007. In the annex of this communication, which refers to urban transport security, the Commission proposes to establish an urban transport security expert working group.

As a reaction, the President of the EU-Committee addressed a letter to Franco Frattini, Vice-President of the European Commission, responsible for Justice, Freedom and Security, informing him about the various activities and initiatives carried out by UITP in this field during the last years, pointing in particular to the EU-project Counteract. In this context, UITP also highlighted that no duplication of work should take place.

3.4 Promotion of clean and energy efficient road vehicles


The proposed directive introduces environmental aspects into public procurement/purchase of vehicles. An earlier proposal with the same title in 2005 had foreseen a mandatory procurement of 25% of new vehicles according to EEV emission standards. The UITP EU-Committee closely followed this dossier and drafted several positions. After initial debates, it was rejected by the European Parliament in 2006.

The new proposal now covers all vehicles (such as police cars, buses, waste collection vehicles, etc.) procured/purchased by public authorities and by operators providing public transport services under licence. When procuring/purchase vehicles, public authorities as well as operators will be obliged to take into account lifetime costs for CO2 and pollutant emissions as well as for fuel consumption as award criteria. The application of these criteria will first be optional, then mandatory from 1 January 2012.

The European Parliament and the Council will now treat the proposal. In case of early agreement, an adoption of the directive could be expected for the end of 2008 at the earliest.

The UITP EU-Committee is currently analyzing in detail the newly proposed Directive and will draft a position with a detailed analysis of the consequences of the provisions of the proposed directive.

Social legislation can have a heavy impact on the cost and the flexibility in managing public transport operations. For this reason, Euroteam closely monitors the development of social legislation.

As a “social partner”, the UITP EU-Committee is able to be involved directly in the negotiations between employers and trade union organisations on matters affecting local passenger transport. In that context, the EU-Committee and ETF (European Transport Workers Federation) jointly developed a statement on the Green paper for urban mobility* (see also chapter 2.1).

Jacques Barrot, Vice-president of the European Commission in charge of Transport, Sabine Thie, ETF Deputy Secretary General, Brigitte Diller, EuroTeam Director and Guido del Mese, President of the UITP-EU Committee

6. Research & development

6.1 Involvement into EU research
(see also annex 1)

It is important to note that European research projects can have a major impact on both, EU legislation and standardisation. This is why the UITP EU-Committee, through Euroteam, puts many efforts:

- On influencing the European research general work programs (ERRAC, ERTRAC, WATERBORNE) and in EU research actions setting up strategic research agendas, like EURFORUM (see below), so that urban, suburban and regional public transport is properly addressed;
- On informing UITP members of the content of European research programs and calls for proposals (e.g. in 2007 the call Intelligent Energy Europe from IEEA, the call ICT PSP from DG INFSO, the second call “cooperation” from DG TREN and DG RTD, the call GALILEO);
- On participating as representative association of local public transport operators (and in some cases manufacturers and organizing authorities, along with UITP members and/or Committees as appropriate) into major R&D projects aiming at building a consensus on technical matters where common specifications can bring added value for all (industry, operators and customers);
- On disseminating as much as possible the outcomes of these projects among UITP members and the outside world.

6.2 Major European projects involving UITP in 2007
(see also annex 1)

On going FP6 major projects:
- EURFORUM (EUropean Research FORum for Urban Mobility)
- MODURBAN (MODular URBAN Guided Rail Systems);
- EURNEX (European Rail Research Network of Excellence);
- URBAN TRACK (Urban Rail Infrastructure);
- COUNTERACT (Cluster Of User Networks in Transport and Energy Relating to Anti-terrorist ACTivities);
- ERRAC SSA (European Rail Research Advisory Council);
- ERTRAC SSA (European Road Transport Research Advisory Council);
- SPUTNIC (Strategies for Public Transport in Cities).

Projects selected in 2007 and about to start early 2008:
- IFM Project (Interoperable Fare Management Project);
- EBSF (European Bus Systems of the Future);
- MODSafe (Modular Urban Transport Safety and Security Analysis);
- Move Together (Raising citizens awareness and appreciation of EU research on sustainable transport in the urban environment)

6.3 FP7 calls launched in 2007 with a deadline in 2008

Euroteam has disseminated the useful information for UITP members on FP7 calls launched in 2007, among which Galileo call (closed 29 February 2008) and Second DG RTD+ DG TREN calls (closed on 7 and 15 May 2008).

7. Standardisation

The development and application of Europe-wide Standards is an essential part in the freedom of trade across European frontiers. Standards continue to be developed in both bus and rail areas.

7.1 Urban Rail Platform

In line with the Urban Rail Directive initiative (DURD) initiated in 2003 by UITP and UNIFE in partnership with the European Commission (DG ENTR), the year 2007 was an important milestone.

The European Commission (DG ENTR) received the final reports of a consultant, INTERFLEET, for a study which covered:

- analysis of the worldwide competitiveness of the European rail manufacturing industry and the role played by urban rail;
- recommendations on the alternative ways to introduce technical harmonisation in urban rail systems and their relevant certification procedures.

The outcomes of the INTERFLEET reports have been criticised by the DURD members and by UITP and UNIFE.

Several meetings have been organised with DG ENTR. During the last one, on 26 November, it was agreed that the current set of railway legislation, in which non-interoperable systems are at present fully covered (although Member States may exclude them) prevents DG ENTR to develop a new proposal for urban rail. The consequences of this situation have to be thoroughly analysed. DG ENTR has no power to influence the current legislation but can explore and support initiatives in line with the mandate received by ERA.

It was agreed that the acronym DURD for Draft Urban Rail Directive is no longer appropriate and that a new one like URP for Urban Rail Platform was preferable and could be supported by DG ENTR.

For the Urban rail sector, what is needed are not TSIs, Technical Specifications for Interoperability, but TSUs, Technical Specifications for Urban systems.

7.2 Representation on technical harmonisation and standardisation bodies (ERA, CEN/CENELEC)

- ERA Working Parties

In line with the directives and regulations of the Railway Packages, the UITP-EU Committee has organised the representation of the sector in several of the numerous Working Parties put in place by the European Railway Agency – ERA. The UITP “mirror group” focusing on the issue of a Register of Rolling Stock which UITP had created in 2006 interrupted its works in 2007 since there was no need to proceed (the initial proposal for a RRS had been simplified). Another UITP “mirror group” has been implemented in 2007 to deal with the issue of TAP TSIs, the Technical Specifications for Interoperability for Telematics Applications for Passengers.
8. Communications

■ TMP, Technical Management Platform

EuroTeam has actively participated in a so-called Technical Management Platform, (TMP), which is a grouping of railway associations in Europe with the role of coordinating and supporting, in a transverse way, the rail sector’s input to the European Railway Agency (ERA) work programme including its impact on system safety and interoperability and to other European standardisation bodies and processes. In addition to the Terms of Reference of the TMP, many documents have been produced, among which an action list which is regularly updated.

■ JPCR-Core

EuroTeam has also taken a lot of effort to rationalise the representation of the Public Transport sector in the various other bodies in charge of standardisation.

Together with the rail associations, UITP has revitalised the Joint Programming Committee for Rail which mission is:
- To ensure a consistent and complete set of standards in the field of railway standardisation by acting as a co-ordination between CEN, CENELEC and ETSI;
- To ensure a good working interface between ERA, the European Commission (the Article 21 Committee in particular) and with the European Standardisation Bodies (ESBs), for programming of the standardisation work and for revision of the TSIs in accordance with the publication of European Standards and other deliverables;
- To encourage the use of results from EU research projects in European standardisation.

UITP is a member of the JPCR-Core group which advises the Chairmen of the Rail Technical Committees of the ESBs.

8.1 General lobbying on EU issues

As part of its mission of “representation of interest toward the EU Institutions”, the UITP EU-Committee/EuroTeam is engaged in more general programmes of communication designed to increase outside awareness and appreciation of the value of public transport and to keep members fully informed.

8.2 Exhibitions

In 2007, Euroteam organised a successful exhibition to promote public transport in the EU.

The exhibition moved in Brussels between major EU-Institutions, from the EU Parliament (May 2007), to the EU Commission (October 2007) and eventually to the Committee of the Regions (November 2007).

It aimed at supporting the discussions on the green paper on urban mobility by illustrating how operators promote public transport in the different EU countries. The exhibits were provided by members of the EU Committee and highlighted the sustainable and environmental arguments as well as public transport’s role in promoting social integration and mobility.
8.3 Communications workshop

This event represented the third act of a series of meetings foreseen in the programme of communication activities prepared by the EU-Committee of UITP. In the previous workshops (in Perugia in 2005 and in Venice in 2006), the issue of communication towards the institutions first and then towards the youngest were discussed, stressing that local public transport needs to rethink itself to become a real alternative to private modes and a priority in the political agendas at local, national and European level.

The 2007 event, entitled “Crime and vandalism: all change!”, was held in Naples, from 6th to 8th December, and was attended by over 150 participants. It focused on communication as a tool to tackle micro-criminality and vandalism afflicting public transport networks. The security of persons and property is a shared concern for operators and authorities. Disorders and crimes also have strong impacts on the sector in terms of reduction in passengers and rising costs. The event investigated the measures and strategies that have proven particularly effective in reducing criminal damage and in improving the public's perception of public transport networks and services.

The spotlight was on awareness and communication campaigns but other initiatives were also discussed including the use of technological devices, the design of infrastructure and the role of staff.

The speakers highlighted the need for a comprehensive approach based on strong partnerships between all actors involved in prevention, capacity of action and repression. The workshop was closed by the round table ‘Privacy and security: in medio stat virtus’ which compared the views of different countries in finding a balance between privacy and security.

10. Conclusions & outlook

2007 represented an important milestone for European policy on urban mobility issues:

■ after more than 10 years of discussion, final adoption of the future European legal framework for public service contracts,
■ final adoption of the third railway package,
■ launch of broad consultation on urban transport and possible EU initiatives in this sector,
■ launch of the first FP7 calls resulting in a major engagement of UITP as leading partner of a most important project on the “European Bus System of the Future”,
■ etc…

Within the broader policy area of “sustainable urban mobility”, we currently see a reinforced trend towards “softer initiatives” (broad consultations, calls for specific R&D projects, etc.). Nevertheless we still expect before the end of 2008, a communication/proposal (?) of the European Commission on the internalisation of external costs in the field of transport, as well as the publication of the Action Plan for the promotion of sustainable urban transport (as a result out of the consultation on the green paper on urban transport).
Annex 1  KEY EU PROJECTS INVOLVING UITP

1. On going FP6 major projects:

■ COUNTERACT
Cluster Of User Networks in Transport and Energy Relating to Anti-terrorist ACTivities

www.counteractproject.eu

Total budget: € 3,5 million

Members of consortium:
17 partners from the energy sector and all transport modes

Objectives:
The main objective is to improve security against terrorist attacks aimed at public passenger transport, intermodal freight transport as well as energy production and infrastructure. The project will review existing security policies, procedures, methodologies and technologies to identify best practices which in turn will be promoted throughout the relevant security community in the EU.

End of the project: April 2009

■ ERTRAC II
European Road Transport Research Advisory Council

www.ertrac.org

Total budget: € 626,000

Members of consortium:
10 partners from the car manufacturing industry, infrastructure networks, transport associations, research institutes

Objectives:
ERTRAC CA is a support for ERTRAC, the European Road Transport Research Advisory Council

ERTRAC, a so-called Technology Platform, aims at building consensus and improving synergy between EU, national and private road infrastructure and road vehicles research. It aims at giving advice on future research topics in the field of road transport.

End of the project: January 2009

■ ERRAC SSA
European Rail Research Advisory Council

www.errac.org

Total budget: € 650,000

Members of consortium:
6 partners from transport associations

Objectives:
ERRAC SSA is a support action for ERRAC, the European Rail Research Advisory Council. ERRAC, a so-called Technology Platform, aims at building consensus and improving synergy between EU, national and private rail research, to strengthen the competitive leadership of the European rail industry, and help create a better internal market for rail.

ERRAC favours a closer partnership between rail industry, rail operators, infrastructure managers, public authorities and regulators, research institutes and academia, in order to develop a common strategy for European rail research. It has developed a Strategic Rail Research Agenda in line with a Railway Business Scenario for 2020.

On behalf of ERRAC, UITP has performed a comprehensive analysis of the Suburban and Regional Railways Landscape in Europe.

End of the project: December 2007

■ EURFORUM
EUropean Research FOrum for Urban Mobility

www.eurforum.net

Total budget: € 400,000

Members of consortium:
7 partners mainly association related to transport issues and research institutes

Objectives:
The key objective of the project were to involve key European urban mobility stakeholders in the definition of research priorities for the sector:
- help structure the dispersed supply side of European research in the urban mobility field,
- contribute to a better understanding by the researchers of urban transport operators' and authorities' needs,
- contribute to an increased awareness among European decision-makers about the research and development needs for improved sustainable urban mobility, which requires a specific, multimodal approach.

The project has covered all relevant transport modes (road-based, rail-based and waterborne), and bridge the gap between existing Technology Platforms which have an urban transport element. The partners involved were, beside UITP, other urban mobility associations and universities and research centres specialising in urban transport. However, an important role of the project was reserved for external stakeholders. Stakeholders participated in the project through two plenary sessions, an interactive EURFORUM website and through a Final Conference held in Brussels in November 2007.

End of the project: November 2007
**EURNEX**

European Rail Research Network of Excellence

www.eurnex.net

Total budget: €15 million

Members of consortium:
63 partners from universities and research centres as well as associations representing operators and industry.

Objectives:
- To create a customer-oriented and durable Network of Excellence in rail research throughout Europe
- To integrate the Excellences of the fragmented European rail research landscape
- To provide coherent knowledge and innovation services from research centres to operators and industry
- To improve competitiveness in the railway sector and eventually to achieve a single European market for rail research.

End of the project: December 2007

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**MODURBAN**

MODular URBAN Guided Rail Systems

www.modurban.org

Total budget: €19 million

Members of consortium:
39 partners from system manufacturers, sub-system-suppliers, public transport operators, transport and industry associations as well as R&D

Objectives:
The main target of the MODUrban project is to design, develop and test an innovative and open core system architecture and its key interfaces, common to operators and manufacturers, and covering Command Control, energy saving and access subsystems. It will pave the way for the next generations of urban-guided public transport systems and for the migration from driver to driverless operation. This approach will be applied both to new lines and the renewal and extension of existing lines.

End of the project: December 2008

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**SPUTNIC**

STRATEGIES FOR PUBLIC TRANSPORT IN CITIES

www.sputnicproject.eu

Total budget: €2 million

Members of consortium:
16 partners from operators, authorities and R&D

Objectives:
The project aims to support knowledge and experience transfer towards the New Member States and Candidate Countries by compile existing knowledge and good practices. Practical tools including guidance materials and good practices are collected and developed to support the PT stakeholders within four thematic areas: Market Organisation (financing/investment principles and priorities, revenue distribution system, incentives in contracts), Customer Relations (the image of PT, marketing and customer satisfaction), Equipment and Operational Aspects (infrastructure, rolling stock and related equipment, operational and fleet management) and Corporate Management (human resource development, business organisation and planning including cost management).

End of the project: July 2009

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**URBAN TRACK**

Urban Rail Infrastructure

www.urbantrack.eu

Total budget: €18 million

Members of consortium:
25 partners from operators, industry and academic side.

Objectives:
The consortium includes major urban rail operators and track suppliers, jointly looking at development and maintenance of urban rail track infrastructure - innovative products, innovative methods, and harmonised reference documents. The project concerns both metro and tram track. It plans to develop an integrated family of maintenance-free modular track infrastructure solutions.

End of the project: September 2010
2. Projects selected in 2007 and about to start early 2008:

- **EBSF**
  **European Bus System of the Future**
  **Total budget:** €26 million
  **Members of consortium:**
  47 partners from bus manufacturing industry and suppliers, leading national public transport associations, operators, authorities and R&D
  **Objectives:**
  The research will conceive and develop an innovative high quality bus system which will demonstrate the full potential of a new generation of urban bus networks, using state of the art clean vehicular technologies. It will integrate all necessary elements and include a breakthrough design of vehicles, infrastructures and operations placing emphasis on system approach, and identifying the potential for technical harmonisation and standardisation.
  **Overall aims are:**
  - The development of an innovative high quality bus system – combining in an integrated way, innovation into vehicle, infrastructure and operation domains. This has to come into a vision, acknowledged and recognised by all European cities;
  - A breakthrough design of vehicles, infrastructures and operations emphasising a system approach – all the subsystems and components shall feature new design and architectural elements, designed to fit together, with proper interfacing, capable to create synergies, so that the value of the overall solution is much higher than the simple addition of each part’s value;
  - Maintain or improving the competitive position of the European bus manufacturers and operators – by promoting a new concept branded “the European Bus System”, competing with international solutions developed in North and Latin America, Far East, and China, and by bringing together inside the project the 5 major bus manufacturers’ expertise in this field of pre-competitive R&D.
  **Project duration:** 4 years starting from the 1st September 2008

- **IFM**
  **Interoperable Fare Management**
  **www.ifm-project.eu**
  **Total budget:** €19 million
  **Members of consortium:**
  9 partners from operators, universities and consultants
  **Objectives:**
  This project aims to make public transport more user-friendly by facilitating seamless accessibility to different public transport networks. In 2015 payment processes shall no longer be a barrier for the users of public transport. It is therefore important to avoid the establishment of enduring isolated national solutions and to define roadmaps leading the way toward Europe wide interoperability.
  The objective of the “Interoperable Fare Management Project” (IFM Project) is to provide travellers with shared styles of contact-less media throughout Europe which can be used for multiple transport products in different geographic areas and for sustainable modal switching, such as the use of “Park and Ride”- unlike existing portable objects which are restricted to specific city or regional geographies.
  More specifically, this project aims to investigate the implementation of common interoperable ICT-based systems for mobility in public transport based on the new CEN Standard, ISO EN 24014-1, which will also be the conceptual framework for interoperable fare management (IFM).
  **Project duration:** 24 months starting from January 2008

- **MODsafe**
  **Modular Urban Transport Safety and Security Analysis**
  **Total budget:** €5.8 million
  **Members of consortium:**
  23 partners from operators, rail manufacturers and other industry, R&D
  **Objectives:**
  The European Urban Guided Transport sector (Light Rail, Metro, Tramway) is characterized by a highly diversified landscape of Safety Requirements, Safety Models, Responsibilities and Roles and Safety Approval, Acceptance and Certification Schemes. This landscape is different from Regional Commuter Train, which is ruled by the Conventional Rail European legislation and especially the Safety Directive 2004/49/EC. Urban Rail safety architectures and systems are more specific to a given city or region and the analysis of the overall situation within Europe is getting more difficult.
  Within this context, the project aims to help streamline and bring some degree of voluntary standardisation within this sector by building a Safety Analysis and Model Reference for the future for Urban Guided Transport projects. Part of the project also deals with some security aspects.
  **Project duration:** 48 months starting from second semester 2008

- **Move Together**
  **Raising citizens’ awareness and appreciation of EU research on sustainable transport in the urban environment**
  **Total budget:** €815,000
  **Members of consortium:**
  9 partners from association, municipalities, citizens networks as well as research
  **Objectives:**
  the aim of the supporting action is to build an awareness raising exercise to let people become fully:
  1 conscious of the sustainability implications of transport in the urban context
  2 aware of what EU transport research is doing and how research results can help making urban transport more sustainable.
  The awareness raising and appreciation exercise will follow a participatory process, which includes activities at transnational as well as local level, involving stakeholders, researchers and politicians together with the general public.
  MOVE TOGETHER presents 3 main components:
  1 Critical review and appreciation of EU research on sustainable urban transport with the help of a transnational panel of citizens.
  2 The overall process will be tested with a local event in the city of Rome. A randomly selected panel of local citizens will be involved in a citizens and stakeholders conference process. They will assess the Digest produced at European level and relate it to the experiences, the EU research undertaken and the research needs of Rome.
  3 Europe wide dissemination and replication of this systematic awareness raising concept and of the outcomes/lessons learned form the local event in Rome.
  **Project duration:** 24 months starting from January 2008
Latest Figures on the Urban Bus Fleet in the European Union*

UITP has published the results of a survey on the use of fuel and drive train technologies, accessibility features, age and structure of the bus and trolleybus fleet operated within EU cities of over 100,000 inhabitants, with reference to the year 2005. The purpose is to provide the sector stakeholders with fresh and quantified information in support of decision-making, advocacy and research.

Position Papers
(available on www.uitp.org/eupolicy/positions.cfm)

DECEMBER 2007
- Response to the questionnaire on the internalisation of external costs

SEPTEMBER 2007
- Statement on the consultation on EURO VI

AUGUST 2007
- Response Green Paper on the use of market-based instruments

JULY 2007
- Memorandum for the Portuguese Council Presidency - Achieving sustainable urban mobility, as a key strategy towards the main policy objectives of the European Union in terms of competitiveness, climate change, environmental protection and social inclusion

JUNE 2007
- Fighting Climate Change: Railway Community Aspiration - CER Position Paper in cooperation with UITP, EIM, UIC and UNIFE
- Joint letter from CEMR, Climate Alliance, Energie-Cités, EUROCITIES, IMPACTS Europe, Polis and UITP EU to Mr. Jacques Barrot, European Commission Vice-President with responsibility for transport, on the forthcoming Green Paper on Urban Transport

MAY 2007
- What European framework for a sustainable urban transport? - Position of the UITP EU Committee on the Green Paper on Urban Transport

JANUARY 2007
- The proposed Green Paper on Urban Mobility. Joint statement by the UITP-European Union Committee and the European Transport Workers’ Federation

* This CD-Rom is free of charge for UITP members and can be ordered at annie.deviron@uitp.org

Annex 3
Composition of the UITP European Union Committee

President
Guido Del Mese, General Manager, ASSTRA
Austria
WKÖ, Fachverband der Schienenbahnen
www.schienenbahnen.at
Belgium
Union Belge des Transports en Commun Urbains et Régionaux (UBTCUR)
Czech Republic
DP Prague
www.dp-praha.cz
Denmark
Greater Copenhagen Authority (HUR)
www.hur.dk
Estonia
TAK Tallinn (Bus)
www.tak.ee
TTTK Tallinn (Tram/Trolleybus)
www.tttk.ee
Finland
Finnish Public Transport Association
www.hel.fi/HKL/english.html
France
Union des Transports Publics
www.uitp.fr
Germany
Verband Deutscher Verkehrsunternehmen
www.vdv.de
Greece
Athens Urban Transport Organisation
www.oasa.gr
Hungary
Budapest Transport Ltd. BKV
www.bkv.hu
Volan association
www.volan.hu
Italy
ASSTRA Associazione Trasporti
www.asstra.it
Ireland
C.I.E. Group of Rail and Bus Companies
www.cie.ie
Luxembourg
Service des transports en commun de la ville de Luxembourg
www.vdl.lu
Netherlands
Mobis, associated to Koninklijk Nederlands Vervoer
www.knv.nl
Poland
The Economic Chamber of Urban Transport
www.igkm.com.pl
Portugal
Metropolitano de Lisboa
www.metrolisboa.pt
Slovenia
Ljubljanski Potniski Promet d.o.o. Javno Podjetje - lpp
www.lpp.si
Slovakia
DP Bratislava
www.dbp.sk
Spain
Asociacion de Empresas Gestoras de los Transportes Urbanos Colectivos
Sweden
Swedish Public Transport Association
www.sft.se
BR Bus & Coach operators
United Kingdom
Confederation of Passenger Transport
www.cpt-uk.org
PTEs (Public Transport Executives)

Associated Members
Switzerland
Swiss PT Association
www.veev.ch
Norway
Federation of Norwegian Transport Companies
www.transport.no

Observers
Latvia
Riga City Council
www.satdep.lv
Macedonia
Public Transport Enterprise Skopjes
www.jsp.com.mk
Turkey
Istanbul Ulaşım A.S.
www.istanbul-ulasim.com.tr
Annex 4
List of EuroTeam staff

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Thematic Strategy Urban Environment, European Climate Change Programme, Air quality

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Annex 5
List of Acronyms

CEN European Committee for Standardisation
CENELEC European Committee for Electrotechnical Standardisation
CER Community of European Railway and Infrastructure Companies
DG ENTR European Commission Directorate General for Enterprise and Industry
DG INFSO European Commission – Directorate General for Information, Society and Media
DG RTD European Commission Research Directorate-General
DG TREN European Commission Directorate-General for Energy and Transport
DURD Urban Rail Directive initiative
EIM European Rail Infrastructure Managers
EEV Environmentally Enhanced Vehicle
ERA European Railways Agency
ETF European Transport Workers’ Federation
ETSI European Telecommunications Standards Institute
ICT PSP ICT Policy Support Programme
IEEA Intelligent Energy Executive Agency
MEPS Members of European Parliament
R&D Research and Development
UIC International Union of Railways
UNIFE Union of the European Railway Industries