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Brussels, 20 December 2006

**European Directive on Energy taxation
UITP regrets the recent Commission decision concerning the taxation
of gas oil in public transport**

In a communication to the Council issued on 30 November (COM(2006)741 final), the EU Commission rejects a Belgium request for a partial tax exemption on the gas oil used by local public transport on the ground that the tax rate can not go below the minimum level as defined in the Directive 2003/96/CE.

The International Association of Public Transport (UITP) regrets this decision. For several years now, UITP has requested that tax exemptions would go under the minimum level for the gas oil used by the most recent buses.

This gas oil has very low sulphur content and the energetic performances of the buses equipped of catalytic converters and using this type of diesel are similar to those using gas or biofuels. Gas oil used by public transport buses should then benefit of the same partial or total exemptions as gas, biofuels and electricity.

The EU Commission does not go far enough in the choice of a taxation model that would really favour the development of public transport in spite the fact that it is much more environmentally friendly than individual cars and represents the backbone of urban sustainable development. UITP will actively act to make this situation evolve more positively during the discussions on the green paper on public transport expected for September 2007.

PRESS CONFERENCE

Brussels, 20 December 2006

ERRAC study : Suburban and Regional Railway Landscape in Europe

Through the elaboration of the three railway packages, cross-border transport by train has been very much in the front of European Affairs over the past decades, starting from International High Speed and Freight rail and later extended to Conventional Rail networks. However, in spite of the impact of the railway packages on Suburban and Regional railway transport, the reality of this sector has never really been described in depth.

The ambition of this publication is to provide a reliable overview of what the sector represents. Who are the actors, what is their contribution to economy, mobility and urban and regional development. UITP, in the frame of the *European Rail Research Advisory Group (ERRAC)* conducted an investigation in 29 European countries. This publication sheds new light on the whole sector that represents:

- 220 companies
- 360 000 staff members
- 21,7 billion turnover per year
- More than 6,8 billion passengers a year

This study illustrates that far from being anecdotic, regional and suburban railway transport are at the heart of the railway industry. So far, the European Union institutions have focussed their legislation on transportation which has resulted in the adoption of technical specifications that, if extended in scope, might hamper regional and local traffic with very limited benefits or possibly negative impact for them. This study radically changes the perspective on the whole sector and on the most efficient way to implement future legislation.

[Click here](#) to read the complete ERRAC study 'Suburban and Regional Railway Landscape in Europe'.



Rail and Public Transport brought into the spotlight with transport event at the annual international meeting COP/MOP2 on climate change organised by the UNFCCC1 in Nairobi

November 15th 2006

A plea to governments came from transport and economic experts at a side event organised by major international rail and public transport associations. They called for **funds from carbon trading emissions to help ensure that the developing world focuses more effort on building and maintaining integrated sustainable transport systems.**

Concern on the increase of emissions from the transport sector has stimulated this demand as **for the third year running emissions from this sector are growing fastest out of all sectors, offsetting much of the effort from other sectors.**

As this meeting being held at the UN compound in Grigiri on the outskirts of Nairobi, Kenya's capital and home to some of the largest slum dwellings in Africa it was appropriate that this side event placed the accent on the issue of transport and its role in economic development.

Top level speakers from UNHABITAT, Sara Candiracci set out the agenda for accepting the role that public and non motorised transport such as walking and cycling play in this part of the world and some of the cultural resistance to accepting these modes of transport in a modern dynamic environment. Dr Lew Fulton, UNEP and expert for the Global Environment facility one of the carbon mechanisms, presented some of the latest thinking on the potential for modal shift in reducing GHG emissions from transport and highlighted the recent explosion in BRT (Bus Rapid Transport).

UITP², Heather Allen, UIC Margrethe Sagevik and UNIFE, Suzanne l'Ami complemented these presentations with the recently approved UITP position on climate change, the efforts of the railway sector to even improve its energy efficiency advantage to other transport modes, and the commitment of the railway supply industry to reduce emissions during manufacture and the emissions from the total life cycle of railway vehicles. The three associations also presented European and worldwide examples of the use of rail and public transport systems to inspire emerging economies to develop sound and sustainable transport systems as a future objective. Topics emerging during the roundtable discussion were the harassment of African women in public transport and the lack of financial will to invest into developing rail and public transport systems.

At the moment transport is included in the national GHG inventories but remains out of the carbon trading and sectorial targets. The need for re-orientating transport in developing countries poses a real challenge both for climate protection and their economic development.

In addition there are still few transport projects that have been accepted as a part of the Kyoto protocol mechanism CDM (Clean Development Mechanism) and only 2 are in the pipeline at the moment out of 1300 proposals. Five of the recent nine transport projects submitted with new methodologies have been rejected. UITP and UIC are at present working with UNEP to try to develop a clearer pathway for transport projects. In the future it is likely UNIFE will join this debate.

All presentations from the event on 14th November are be available via www.railway-mobility.org.

¹United Nations Framework Convention for Climate Change

²UITP: International Association of Public Transport, UIC: International Union of Railways, UNIFE: European Railway Supply Industry

About our organisations:

The International Association of Public Transport (UITP) International Association of Public Transport (UITP) is the international association of public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide co-operation and the sharing of know-how between its 2,700 members from some 80 countries. www.uitp.com

The Association of European Railway Industries (UNIFE)

The Association of European Railway Industries (UNIFE) is the European association for the railway supply industry located in Brussels. Its members come from trend setting industries in the field of rolling stock, infrastructure, information technology and signaling, provision of parts and services. Further railway equipment suppliers are represented through their national associations. UNIFE represents its members' interests towards the European institutions, international railway associations and other business relations. UNIFE works in partnership with them to promote rail transport. www.unife.org


The International Union of Railways (UIC)

The International Union of Railways (UIC) is the world-wide organisation for international cooperation among railways and promotion of the rail transport mode. Today UIC is coping with a series of new challenges, in particular railway liberalisation, increasing competition from other modes, the growing economic constraints on railways together with the challenge of globalisation of the transport market which creates new opportunities for railways. The UIC mission consists in promoting Rail transport at World level in order to meet challenges of Mobility and Sustainable Development. UIC was founded in 1922, and at present contains 171 members (railways, rail operators, infrastructure managers, railway service providers, public transport companies, etc.) on all 5 continents. The Headquarters are located in Paris, France. www.uic.asso.fr

World Congress 2007

16 Nov 06

UITP Youth Project Award: 15 projects have been nominated

Language: 

Brussels, 16 November 2006

The 15 projects still running for the UITP Youth Project award were presented by Roberto Cavaliere, UITP President, Hans Rat, UITP Secretary General and Patrick Vautier, President of the UITP Commission on Marketing and Product Development.

Young people are the first category of customers for public transport and it is up to all the actors of the sector to develop their loyalty. Bearing this in mind, the International Association of Public Transport (UITP) launched an international competition, the UITP Youth Project Awards. This award will prize one initiative targeted at young people, including new processes to involve and engage them. The selection is made by an International Jury composed of high-level experts.

This competition has revealed a sum of creativity from UITP members and has illustrated the existing opportunities to create new services providing a high added value for youngsters. The selected projects are:

Africa:

Gautrain South Africa, - "Gautrain Kids' Station"

Asia:

KMB, Hong Kong - "Everywhere, with service from the heart"

KMB, Hong Kong, - "KMB and You, heading for a greener and brighter future"

LTA, Singapore, - "VR-10 eGame & Youth"

Australia-New Zealand:

Metlink, Australia, Melbourne- "Challenge"

PTB, Australia, Adelaide- "Digital sites: Validate"

Translink, Australia, Brisbane- "Nightlink"

Europe:

BVG Germany, Berlin - "Vandalism in Kevin's Bedroom"

HTM The Netherlands, The Hague - "Drawing the line"

RATP France, Paris - "Mobility Workshop"

RATP France, Paris - "Urban Lab 2005"

Latin America:

CPTM Brazil, São Paulo - "Rock nos trilhos"

Metrô Brazil, São Paulo - "Metrô's gang project"

Metrô Brazil, São Paulo - "embark on reading"

North America:

CUTA Canada, Ottawa- "IYS"

The main criterion of selection was the direct or indirect impact on mobility through:

- An improvement of the mobility conditions for young people
- A better Social integration
- A reduction of juvenile mortality on the road
- Actions against (youth) unemployment

The second criterion was a positive effect on the image of Public Transport including:

- To associate public transport with essential values for youth
- To develop educational projects
- To create projects based on activities pursued by young people (music, sport, leisure...)
- To foster intergenerational respect

The name of the winning project will be announced during the closing ceremony of the next UITP World Congress and Exhibition to take place in Helsinki on 20-24 May 2007.

More information on the UITP World congress and Exhibition is available on UITP website:

<http://www.uitp.com/Helsinki2007/>

Notes for editors:

The International Association of Public Transport (UITP) is the international organisation for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide co-operation and the sharing of know-how between its 2,700 members from some 90 countries

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Security in public transport
2nd International Security Study Tour organised by UITP
Singapore, Hong Kong, Shenzhen

Brussels, 13 October 2006

UITP, the International Association of Public Transport gathered 33 security expert members of its global network. Originating not only from Europe but also Australia, India, Korea and Thailand, they benefited from a high level overview of security devices in Singapore, Hong Kong and Shenzhen, China. The three subjects at the heart of the working tour were:

- Preparedness for attacks
- Crowd management and
- Special events management

Singapore: LTA (Land Transport Authority, Singapore), the transport authority SMRT (Singapore Mass Rapid Transit) and the SCDF (Singapore Civil Defence Force), revealed a very proactive approach to anti-terrorism with particular efforts concentrated in collaboration with security authorities and the involvement of the general public. For example a high profile vigilance campaign directed at transport users including poster campaigns and short films played regularly on the video display units reveal the potential terrorist threat, urging passengers to be vigilant and providing information on what to do if a fellow passenger is acting suspiciously.

The SCDF presented a highly detailed multiple attack simulation on the SMRT underground network called Northstar V. Designed to be as realistic as possible and to test the response of all parties involved, including the public, the simulation was carried out in Singapore on 8 January 2006 in collaboration with LTA and the operators.

Hong Kong: Hong Kong police and Railway operators developed a working collaboration for the Hong Kong Ministerial Conference held in December 2005. Good relationships between all the actors, cross training, clear lines of demand and good communication were key to achieving an effective crowd management.

KCRC (Kowloon Canton Railway Corporation) welcomed the group to its Hung Hum station, an intercity station with services running between Hong Kong and mainland China, namely Beijing, Shanghai and Guangdong. This visit focused on the Tsim Sha Tsui and East Tsim Sha Tsui stations, which face large crowds for a regular firework display. During these events, all roads in the area are closed leaving the rail network the only transport method available.

Improvements made to the Lo Wu border station between Hong Kong and China in order to ease congestion at the border checkpoint were presented, including a new platform, some widened platform areas and a streamlined barrier layout. Additionally, shops were removed from the departure area, manpower has been increased and self-service channels have been installed. "Security awareness" staff training has been recently implemented including crowd management skills and training on how to deal with suspicious objects.

China: Shenzhen Metro has completed the first phase of its new underground rail system. Two metro lines are already in operation transporting 230 000 passengers a day. The phase 2 involves the extension of one line and the construction of a third one. Shenzhen Metro gave an overview of its safety and security measures, many of which are obligatory under China's national standard metro design specification. These include regular staff training, drills and exercises, comprehensive real-time CCTV coverage (already underway in stations and in the pipeline for onboard trains), emergency lighting and radio and telephone communication in tunnels. Fire is a major concern and many procedures were integrated right from the design phase, for instance real-time temperature sensors, water hydrants and fire-fighting devices, smoke-blocking and ventilation.

The threat on public transport security in the 21st Century is global, and operators and authorities foster a proactive approach, particularly concerning anti-terrorism. Recent attacks such as those perpetrated in Madrid, London, and more recently Mumbai aim to create mass casualties with a huge international media impact. Public transport systems need to remain open spaces but require continuous effort to reduce their vulnerability.

The quality and openness of Asian actors involved in public transport security (police forces, transport authorities, operators) were extremely positive for visitors and further highlight the benefits of collaboration between UITP members to share knowledge and experiences.

This openness and willingness to identify and promote best practices also underpins UITP leadership in the European project COUNTERACT. Funded by the EU Commission, this 3-year project was kicked-off on 5-6 October 2006. COUNTERACT aims to identify threats as well as procedures already in place both from the transport and energy sectors with the objective to recommend feasible and cost-effective solutions for the improvement of security in key sectors of transport and energy.

MEDIA INVITATION
First UITP Sustainable Development Conference

This is the first UITP international conference dedicated to covering all the different aspects of sustainable development, clearly demonstrating the environmental, social and economic advantages of the sustainability approach, and the contribution and role of the public transport sector.

In the light of Al Gore's recent film 'An inconvenient truth' the window of opportunity for us to change our habits and avoid irreparable damage to our climate is rather small. Yet there is much that we can do using today's technologies better. How much difference can public transport make to climate change is a hot debate and one that will be addressed by international speakers at this event.

The voice of the future must be heard and selected international youth organisations have been invited to present their expectations on how the sector should prepare itself for the city of tomorrow and respond to the urban mobility needs of 'citizens of the future' with a focus on climate change, air pollution and quality of life. Young delegates from Africa, Spain and France will present these statements from their own organisations and also from Hong Kong, Korea, China, Singapore and TT30 the young grouping of the Club of Rome who published 'Limits to Growth' and bring them to the debate on the round table with top level decision makers in public transport (Hans Rat, Hank Dittmar, Brian Williams and Susana Palomino of Metro Bilbao).

Date: 18-20 October 2006

Euskalduna Jauregia Bilbao
Av. Abandoibarra, 4

Where: ES-48011 Bilbao SPAIN

More information on the conference is available on:

<http://www.uitp.com/Events/2006/bilbao/en/index.cfm>

Organiser: UITP

Local host: Metro Bilbao

This UITP event is open to press members, if you are interested in joining the conference, please send an e-mail to Aline Talabard (Aline.Talabard@uitp.com) with your full contact details.

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UITP welcomes the vote in favour of the congestion charging system of the inhabitants of the city of Stockholm

Brussels, 18 September 2006

UITP welcomes the positive vote of the inhabitants of the city of Stockholm in favour of a permanent congestion charging system. Tested in the city between 3 January 2006 and 31 July 2006, congestion charging has proven its efficiency even beyond the initial expectations:

- The traffic has gone down by 22% over the charge cordon when the initial objective was 10 to 15%. This represents around 100,000 passages less per day over the charge cordon.
- The effects of the measure were particularly stable during the period and they were also noticed far from the charge zone.¹
- Benefiting of previous experiences, the technical device has enhanced its economical effectiveness. In spite an increased complexity of the charging scheme; costs have been reduced compared to previous European experiences. Moreover the system is extremely reliable as only 100 tax decisions were investigated and 5 appealed.¹
- It is estimated that the number of accidents where people were injured have fallen by 5 to 10%.¹

As today the final decision on the future of the congestion charging system lies with the new Swedish parliament, UITP would like to restate its support to congestion charging as an efficient means to limit car use and its negative effects.

Congestion charging should be considered both as a way of ensuring that all road users pay the full internal and external costs of their journeys and as a mean of managing demand to improve conditions for car users, operational efficiency of buses and trams as well as the attractiveness of public transport overall.

Space is scarce in urban areas and the central objective of any congestion charging system is to control congestion and free space for public transport. However, congestion charging systems are also a source of additional funding for public transport providing they are reinvested in the development of improved public transport services for all.

"Congestion charging system is a powerful and cost-effective dissuasive measure that can encourage behavioural changes but UITP is fully aware that a massive shift in favour of collective forms of transport also requires excellence in the service provided by public transport" says Hans Rat, Secretary General of the UITP.

This referendum takes a particular resonance while almost a thousand cities are celebrating the European Mobility Week trying to re-think urban mobility in order to improve life quality in urban centres. It proves that policy-makers can consider congestion charging schemas as an efficient tool to tackle urban gridlock.

¹ Source : *Facts and results from the Stockholm Trials, First version - June 2006*
Congestion charge secretariat, City of Stockholm



**The International Association of Public Transport (UITP)
supports the European Mobility Week
Public Transport: a worldwide shared way to combat Climate Change**

Brussels, 11 September 2006

This year, over a hundred million citizens will benefit from the European Mobility Week and the Car-Free Day (16 to 22 September 2006). The mobility week provides to all the actors involved in the development of public transports a unique opportunity to foster the debate around mobility in our cities and to promote a long-term shift in favour of public transport.

For 2006, the central theme of the mobility week is climate change.

80% of European citizens live in urban areas and **40%** of all transport-related Green House Gas (GHG) emissions are produced in cities. Individual daily travel behaviours have a strong impact on **energy consumption** and therefore on **climate change**, meaning also that there is a large potential to **reduce** those emissions and increase **energy efficiency**.

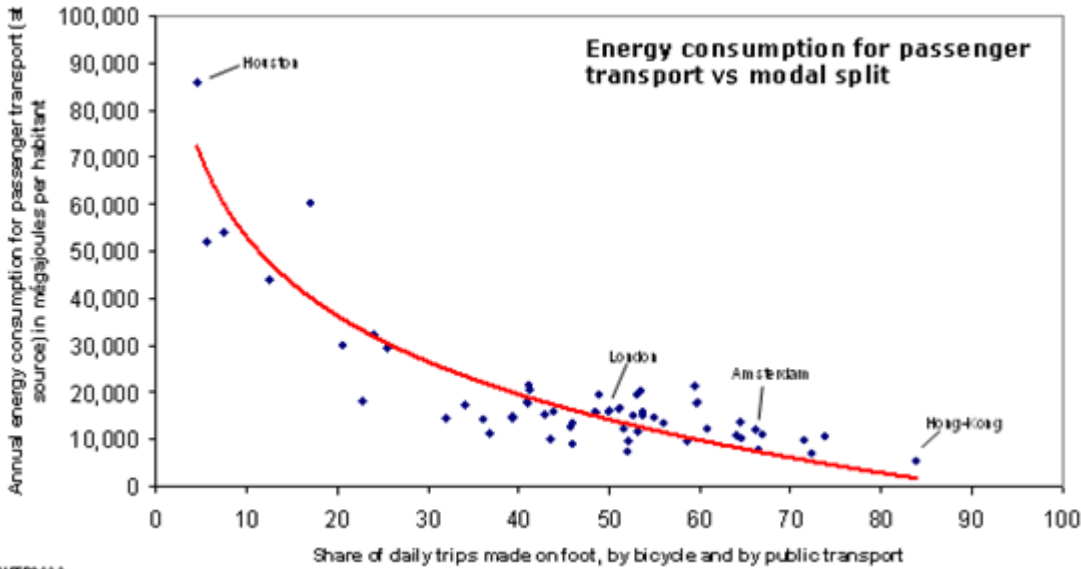
Public transport is fundamental to sustainable development as it is energy efficient and therefore a key solution to the problem of congestion, pollution and climate change.

Sustainable development is a critical topic for UITP as highlighted in the recent UITP-EU Committee position paper "[The role of public transport to reduce Green House Gas emissions and improve energy efficiency](#)". In this position paper the UITP-EU Committee underlines the real importance to develop a long-term strategy at European level to favour modal shift and to promote high quality public transport systems as a real option to private car.

The problems facing towns and cities will not be solved by technology alone. What is needed is the political will at European, national, regional and local levels to set realistic targets for a shift in passenger kilometres from private cars to public transport.

How public transport contributes to combating climate change in 3 tables

Carbon dioxide from fossil fuel combustion is one of the major sources for Green house gas emissions (GHG). The transport sector is today responsible for 21% of European GHG emissions and emissions keep on increasing. Public transport contributes to diminishing GHG emissions.

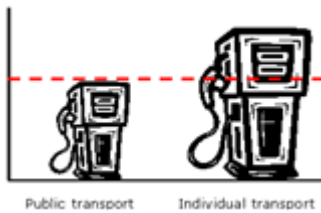


A city where 20% of the transports are made by public transport, walking and cycling consumes almost **4 times more** energy for its transportation than a city where 60% of journeys are made by public transport walking and cycling.

©UITP2006

	Modal share of walking, cycling and public transport		Average consumption of energy per person for transport (MJ)	
	1995	2001	1995	2001
Athens	34,1	40,9	12.900	12.600
Geneva	44,8	48,8	23.600	19.200
Rome	43,2	43,8	18.200	17.100
Vienna	62	64	10.700	9.050

Cities that have managed to increase the modal share of walking, cycling and public transport have been **paid in return** by a diminished consumption of energy for transport.



Public transport consumes **2,25 less energy** per passenger x.kilometre than automobiles.

Cities with a high modal share for public transport, walking and cycling **can save 500 to 600 litres of petrol equivalent per inhabitant per year.**

Source: Mobility in cities database UITP 2005

INVITATION

UITP Press Conference: Technical, regulatory and corporate ingredients for successful modernisation of urban and regional public transport

What: Eurasian and Central and Eastern European countries (CEEC) have been facing a dramatic change of their economies over the past decade. The transition to a liberalised market has also created uncertainties for public transport organisation and financing. The modernisation and enhancement of long existing public transport systems represents a particularly crucial topic for the region. New institutional and regulatory framework that ensures a clear definition of responsibilities and relationship between the diverse stakeholders is needed. In the frame of its Regional Conference, the International Association of Public Transport (UITP) is organising a press conference on: "Technical, regulatory and corporate ingredients for successful modernisation urban and regional public transport". Besides a view of the institutional framework for public transport and their financing in the region, the press conference will present concrete cases of modernisation in the region. Additionally, it will give special emphasis to the modernisation of electric surface transport.

Date: 27 September 2006

Time: 12:30

Where: Hotel Intercontinental Beograd, Mediterranean Room

More information on the conference is available on:
<http://www.uitp.com/Event/2006/beograd/en/index.cfm>

Organiser: UITP

Local host: GSP Beograd

This UITP event is open to press members, if you are interested in joining the conference, please send an e-mail to Aline Talabard (Aline.Talabard@uitp.com) with your full contact details.

Notes for editors:

The UITP EU Committee was established in 1965. The objective of the UITP EU Committee and its secretariat, the EuroTeam, is to represent the interests of public transport undertakings in relation to EU institutions. They monitor legislation and provide members with information regarding EU policy developments, prepare EU Committee positions papers, represent the common interests of members in relation to the European institutions and assist and advise members concerning all aspects of European policies related to the public transport sector.

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MEDIA INVITATION

3rd UITP Business Forum, São Paulo, Brazil Unlocking a world of opportunities in Latin America

What: The purpose of the UITP Business Forum is to maximise exchanges between equipment and business providers on one side and operators and public authorities on the other side. This initiative makes particularly sense in Latin-America, a region opened to creative solutions and innovative examples but where public transport market is still fragmented.

The plenary sessions will be organised as roundtables. They will offer discussion opportunities and will provide a comprehensive view of the major challenges for the public transport sector. The market situation, the financing possibilities, how to design public transport systems, the latest innovations as well as successful case studies from the entire region will allow visitors to get a clear understanding of state-of-the-art urban mobility trends.

High ranking officials from public transport companies, authorities and governments are expected as well as the most innovative equipment and services providers.

Date: **20-22 August 2006**

Where: **São Paulo, Brazil - Renaissance Hotel**

Who: Organiser :
- International Association of Public Transport (UITP)

Institutional support :

- ANTP
- Metro
- Secretaria de Transportes Metropolitanos
- Sao Paulo convention and visitors Bureau

If you are interested in joining the Business Forum, please send an e-mail to Aline Talabard (aline.talabard@uitp.com) with your full contact details.

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13 July 2006

UITP urges OPEC to allocate a fix amount of oil to public transport

The International Association of Public Transport has delivered a message to the OPEC member countries to alleviate the effects of high oil prices on public transport and particularly bus on which 80% of public transport users rely for their daily travels.

Today, for some bus companies particularly in the less developed economies, oil accounts already for 50% of their total operational costs. The current trend of oil prices might have terrible consequences for operators in the poorest countries.

UITP calls upon OPEC to tackle the issue of public transport: "For UITP one way forward is to decouple an appropriate quantity of the oil production from market mechanisms and allocate that for the use of public transport," suggests Hans Rat, UITP Secretary General.

UITP believes that public transport can be used as a backbone to shape city development and alleviate poverty. The use of public transport also helps to improve air quality and must be a leading example in setting emission standards.

See the letter addressed to the Foreign Affairs Minister of the OPEC countries [here](#)

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13 July 2006

UITP condemns terrorist bombing in Mumbai

The International Association of Public Transport (UITP) is deeply saddened by the seven deadly explosions that took place on Tuesday in the suburbs of Mumbai, India, and expresses its solidarity to its member, the Indian Railways.

Once again, UITP voices its condemnation of terrorist attacks in public transport, especially when targeting civilians. Such acts are both criminal and unjustifiable, regardless of the motivation of those who perform them.

Over the past years, security has always been a high priority for UITP. Recently, the Association's Policy Board has reiterated this long-term commitment by turning its Security Working Group into a permanent Security Commission.

Hans Rat, UITP Secretary General, said, "Preventing terrorist activity as such is a prime responsibility of governments including law enforcement agencies. However, the responsibility of public transport operators for their customers calls for major efforts to protect passengers and infrastructure. UITP is committed to provide a platform that facilitates cooperation and the exchange of experience between all relevant stakeholders. It has developed close contacts with governmental organisations, such as OSCE and seeks to take into account the expertise from other sectors such as aviation, energy and freight transport."

UITP is aware that security is a global problem where all relevant stakeholders and international actors need to cooperate. UITP is fostering the exchange of experience between its worldwide membership. After the US in 2005, a 2nd Study tour will take security experts to Asia in September 2006, where they will get insight into relevant security provisions and procedures in public transport networks.

In a European level, UITP is coordinating the COUNTERACT project. Launched in June 2006 and funded by the EU Commission, this project aims to identify threats as well as procedures already in place both from transport and energy sector. This will help to identify best practices and improve overall protection and defence.

Notes for editors:





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The 'European Bus of the Future' unveiled in Brussels

Language:    

What:

UITP launches the '**European Bus of the Future**' catalogue. This methodical, practical and comprehensive document is the sum of a five-year in-depth reflection on bus functionalities led by a European think tank composed of eight major operators and organising authorities from five European countries.

90 bus functionalities have been identified and analysed thanks to a value assessment method. They can help to describe the ideal bus of tomorrow. In a second phase, a re?bus design contest organised last year brought a wealth of innovative ideas and nourished the reflection of the group. The results of the competition were exploited in order to illustrate or develop the functions identified.

This catalogue is designed to facilitate the integration of users' needs in the design of new generation vehicles, thus supporting R&D activities of manufacturers. It adopts a thematic approach and, by function, provides information on motivations, goals sought, minimum performances required, assessment means, regulations/standards and technical recommendations.

It is a mean for buses to catch up with users' expectations and to be better positioned as a valuable and attractive option for public transport.

UITP invites you to a press conference for the presentation of the 'European Bus of the Future' catalogue and of its travelling exhibition. The press conference will be followed by a cocktail.

Date: 28 July 2006

Time: 09:30

Where: UITP General Secretariat,
6, rue Sainte Marie
1080 Brussels, Belgium

[See the press kit](#)

Keynote speeches:

Arno Kerkhof, Division and Commission Manager, UITP

Jean-Claude Franchineau, Directeur recherche, innovation, marketing, Veolia Transport

Jean-Paul Etienne, Ingénieur principal, SRWT-TEC

Yo Kaminagai, responsable de l'Unité Design & Projets culturels, RATP

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5th Asia-Pacific Congress and IPTS Conference

UITP awards innovation in public transport policy

Brussels, 29 June 2006

The 5th Asia-Pacific Congress and Exhibition and the IPTS Conference organised by the International Association of Public Transport (UITP) closed their doors on Friday after one week dedicated to innovation in all the fields of public transport.

The Seoul Metropolitan Government hosted the event that gathered 2,400 visitors coming from 41 countries, as well as 74 exhibitors representing the most important and innovative actors of the sector.

UITP dedicated its closing ceremony to modernity and handed out three awards for innovation:

- **LG CNS Co, Ltd and Korea Smart Card Co, Ltd** received the "**Most innovative IT exhibit**" award for their implementation of an electronic fare collecting system: **T-Money**. The T-Money card allows the transfer of all the necessary information to calculate fare from the passenger to a data warehouse. In the data warehouse information is treated in order to charge the appropriate fare and settle daily revenue to operating companies making fare payment easier.
- **Seoul Metro** received the "**Most innovative exhibit**" award from the hands of Kang Kyung Ho, Chairman of UITP Asia-Pacific and UITP Vice-President, for the modernisation of their track system. Seoul Metro has shifted from the traditional ballasted tracks to slab tracks, which ease the maintenance of the network.
- The UITP Asia-Pacific Executive Committee rewarded the **Seoul Metropolitan Government** for its "**Innovations in Policy**". The Seoul city government completed revamping its public transportation system in July 2004. It resulted in a reduction in traffic congestion and a 5.2 % augmentation in the number of bus and metro users on a daily basis.

"In the Asia-Pacific Region, Korea plays an important role in promoting public transport. I am very glad that this Congress also gave us the opportunity to learn from the very innovative projects and schemes which have been developed in your country," said Roberto Cavalieri, UITP President.

Notes for editors:

The International Association of Public Transport (UITP) is the international organisation for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide co-operation and the sharing of know-how between its 2,700 members from some 90 countries.

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Rising fuel prices: A challenge and an opportunity for public transport

Brussels, 20 June 2006

In a recent debate: "How are Europeans reacting to rising fuel costs?" UITP demonstrated the possibility public transport has to change citizens' behaviour.

This high level debate took place last week on the occasion of the European Mobility Exhibition, held under the patronage of Jacques Chirac, President of the French Republic; Jacques Barrot, Vice President of the European Commission and Josep Borrell Fontelles, President of the European Parliament.

Guido Del Mese, President of European Union Committee of UITP, summarised this as follows:

"Public transport consumes three times less primary energy than private cars. Differences in energy savings between cities with a high modal share of public transport and cities relying mainly on private car represent about 400 to 500 kg of fuel per inhabitant annually. As urban transport is relying almost completely on fossil fuels, the promotion of public transport can even help to stabilise oil prices by slowing down consumption - a crucial factor for the development of prices. Nowadays citizens have greater expectations and they are looking for a better quality of life and more sustainable cities, so public transport must meet the challenge."

This is the reason why the UITP-EU Committee strongly recommends addressing the issue of urban mobility by:

- Investing in public transport and promoting high quality public transport systems;
- Increasing public awareness on the consequences of daily travel behaviour and the choice of transport modes;
- Developing a strategy for modal shift towards transport modes producing less greenhouse gas emissions (GHG) and consuming less energy;
- Creating Sustainable Urban Transport Plans such as mentioned in the "Thematic Strategy for the Urban Environment" , including mandatory targets for a shift towards environmentally friendly modes of transport. This should become mandatory for cities with more than 100,000 inhabitants.

UITP believes that these actions, taken at a European level, would strongly contribute to improve public transport systems and develop a more sustainable mobility.

If you want to know more about the UITP EU Committee position, read the full paper:
<http://www.uitp.com/eupolicy/better-mobility.cfm>

Media Advisory
Find out what's new in public transport policy and technology
in Seoul next month

17 May 2006

Under the umbrella theme of 'Innovations in policy and technology: what works for public transport', the International Association of Public Transport (UITP) will be holding its 5th Asia-Pacific Congress and Intelligent Public Transport Systems (IPTS) Conference in Seoul, Korea, 18-23 June 2006.

The event is expected to attract delegates from at least 30 countries, mainly from Asia and Europe, but also from North and Latin America, as well as Australia and New Zealand.

Delegates will receive first hand information on best practices for innovations in policy and technology, which are crucial to increase the attractiveness of public transport in the eyes of citizens. Technical visits will also be arranged to showcase the latest public transport development in Korea, such as TOPIS (Seoul Transport OPeration & Information Service), exclusive median bus lanes, the Cheongnyangni transportation centre, Seoul subway systems and the Cheonggyecheon restoration project. For full information about the programme and visits, see <http://www.uitp.com/events/2006/seoul/congress/program.cfm>.

The parallel Mobility & City Transport Exhibition and IPTS Village will regroup a considerable number of Korean industries and operating companies, active in various fields of the public transport industry. In addition, major European and American industry representatives will be present, making this exhibition an international reference for what's new in the field of public transport. Visitors to the exhibition will have the opportunity to vote for the 'Most Innovative Exhibit Award' and 'Most Innovative IT Exhibit Award'. For full details on who will be presenting their latest products in Seoul, see the complete list of exhibitors at www.uitp.com/events/2006/seoul/exhibition/Exhibitors-list.cfm.

Journalists are invited to attend the Congress, Conference and Exhibition. To register as a journalist (free of charge) please complete and return the press registration form available online: www.uitp.com/events/2006/seoul/congress/registration/form_1.cfm.

A press conference will also be held to provide journalists with the highlights of the event:

Date: Tuesday 20 June (Tuesday)

Time: 11:00-11:40 am

Venue: # 203, ASEM Hall, COEX

Interviewees: Mayor of Seoul, UITP President, UITP Secretary General, Chairman of UITP's Asia-Pacific Committee, Chairman of UITP's Commission on Information Technology and Information.

The local host of the event is Seoul Metropolitan Government.

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Introducing congestion charging today is essentially a political question, say international experts

Stockholm , 12 May 2006 - Today in Stockholm , Sweden , the International Association of Public Transport (UITP) has gathered together international experts to evaluate if congestion charging can bring a solution to the paralysis that is striking many urban areas.

The whole world will be watching Stockholm for the next months, to see whether its current trial of congestion charging will be a success or not, and if its citizens will accept it in September's referendum.

Results from Sweden's experiment show that car traffic to and from the inner city has fallen by 25% since the scheme was introduced, according to Björn Dalborg of Stockholm Transport (SL), the host of the event. Public transport patronage has increased by 8% since last year, which translates into a daily increase of 50,000 passengers, he told journalists.

International experts came to learn not only from Stockholm 's recent experience, but also from that of many other cities and countries: London , Singapore , Edinburgh , Norway and the Netherlands .

"In congested areas, the individual car-user simply does not meet the full costs of his travel. The economy as a whole, citizens' quality of life and the environment all suffer the consequences of our choking cities,"explained UITP Secretary General Hans Rat. "In fact the cost of congestion in Europe is estimated at up to 63 billion Euro per year."

"The aim of congestion charging is to try to make car-users realise what kind of costs they are creating, and to make them pay a bit to cover that cost. The revenue generated can be used to provide them with better public transport."

Dr Chin Kian Keoung of Singapore's Land Transport Authority added: "Congestion charging alone will not work. You need also to provide your citizens with a good alternative to the car in the form of an efficient public transport system. This has been the key to the success of Singapore 's long-established congestion charging scheme."

Delegates and speakers at the workshop all agreed that introducing congestion charging is not a technical problem today - it is primarily a political question. This can be a big challenge in cities or countries where the decision is taken by popular vote. Delegates at the workshop heard about the experience of Edinburgh where citizens rejected a charging scheme by a majority of two thirds. However, as Mr Rat pointed out, "The mayor of London , Ken Livingstone, was elected - among other reasons - because he promised to introduce a congestion charging scheme to tackle London 's gridlock. It takes brave politicians to take the step to introduce such a scheme and to act as its champion."

And in London the political risk paid off. Tony Doherty of Transport for London (TfL) said that since the scheme was introduced three years ago, TfL has listened to what Londoners have told them. As a result 83% of charge payers say that their experience of dealing with TfL is good.

Anna Kettner, a local politician and President of SL, vowed that no matter what the result of September's referendum in Stockholm , the will of the people will be respected.

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Co-operation crucial to keep public transport safe from terrorists, OSCE and UITP workshop concludes

VIENNA , 5 May 2006 - International co-operation is essential to keep public transport networks and the passengers they carry safe from terrorist attacks, participants in a workshop on Urban Transport Security concluded today.

Some 200 experts attended the workshop, organized by the Organization of Security and Co-operation in Europe (OSCE) and the International Association of Public Transport (UITP).

"Public transport networks are the arteries of contemporary societies, without which modern urban life is impossible," said Karl Wycoff, the Head of the OSCE's Anti-Terrorism Unit. "Making urban transport networks harder targets for terrorists to strike helps to mitigate the threat and makes our citizens more secure."

Preventing terrorist attacks is primarily a government responsibility, but operators are also responsible for passenger safety. The workshop brought together experts in both areas from the OSCE's 55 participating States and 11 Partners for Co-operation for discussions on how to reduce the risk or deal with the consequences of attacks.

"Urban transport security has become a topic of special interest in the OSCE region due to the events in Madrid, London, Moscow and elsewhere that profoundly changed our perception of security in the underground and on buses - in places where our safety is of utmost importance for the functioning of urban societies," said Ambassador Bertrand de Crombughe, the Chairman of the OSCE Permanent Council. "This workshop helps us identify best practices to reach a better understanding of new threats to be addressed."

UITP, as the worldwide platform of those involved in public transport, is uniquely placed to support the exchange of experience between operators and manufacturers and to act as the voice of the sector in this field, said Andrea Soehnchen, Manager of the Association's Security Commission.

"The Association is the most suited public transport partner for discussions with governments, first responders and the general public," she said. "We hope that this workshop represents a kickoff for continued dialogue engaging the OSCE and its participating States."

Alain Caire, Chairman of UITP's Security Commission, noted it was essential to protect stations, buses and trains to keep passengers safe.

"Through the forums provided by UITP, the public transport sector has already made significant progress in its own 'war against terrorism', with more and more companies having their own security plans in place," he said. "Terrorists do not target transport as such, they target people. Transport moves masses of people each day, and it is our duty to protect them."

The workshop contributes to the 2006 Economic Forum, organized by the OSCE Co-ordinator of Economic and Environmental Activities. This year's theme is transport security.

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Media invitation: OSCE and UITP to host Urban Transport Security Workshop

BRUXELLES, 28 April - Recent terrorist attacks on the metros, trains and buses of London, Madrid and Moscow have demonstrated the vulnerability of urban and regional public transport systems. They also highlighted the fact that though terrorism is an international phenomenon, it does not just target international transport.

While the Organization for Security and Cooperation in Europe (OSCE) has already addressed some of the international aspects of transport and travel (containers and maritime services, aviation security and travel documents) the Organization is now contributing significantly to this more recent area of concern.

The International Association of Public Transport (UITP) - through its Security Commission, study tours and conferences - has already been very active in bringing together experts from within the sector in order to outline common strategies and define security measures to protect passengers and public transport systems.

But to counter the danger of this terrorist focus on a wide array of "soft targets", a joint concerted response from both governments and the sector is needed.

The OSCE and UITP are therefore holding an Urban Transport Security workshop on 4 and 5 May which will be the first of its kind to bring so many interests together from across the 55 OSCE participating States.

The event will provide a platform for government experts and practitioners as well as representatives from the public and private transport sector to address this new vulnerability. Participants will share experiences and good practices, and exchange information about existing and potential new measures and methods that can be used to reduce the possibility or mitigate the consequences of attacks.

Within the OSCE Secretariat, the Action against Terrorism Unit has taken the lead in arranging this event, which will also contribute to the 2006 Economic Forum, organized by the OSCE Co-ordinator of Economic and Environmental Activities, with the theme this year of transport security. Within UITP, its Security Commission - which brings together experts from public transport operators, authorities, industry and associations - has been the driving force.

The workshop itself will be closed to the media, but a press conference has been arranged for **10.30 on Friday 5 May in room 201 of the Hofburg Congress Centre, Vienna**. In addition, several international experts from Austria, Belgium, France, Germany, Italy, Japan, Russia, Spain, the UK and the USA will be on hand to provide detailed briefings, which can be **arranged with the OSCE Press Office**.

For admittance to the Hofburg Congress Centre, please present your OSCE media badge or a valid recognized press card to the security desk in the main entrance from Heldenplatz. Limited parking space is available, please request a permit.

More information: <http://www.uitp.com/Events/2006/vienna/en/index.cfm>

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Language:     

Public transport: moving people, moving cities

Helsinki , 27 April 2006

In just over one year the international public transport community will be convening in Helsinki , Finland , for the 57 th World Congress and Exhibition of the International Association of Public Transport (UITP). This morning at the Association's Policy Board in Helsinki , the theme of the event was unveiled and the official contract between UITP and the local host of the event, Helsinki City Transport (HKL), was signed.

'Public transport: moving people, moving cities' is the chosen theme for this biennial event, which will bring together some 2,000 mobility experts at the Congress and 5,000 visitors at the Exhibition.

This theme makes clear the strong and reciprocal link between public transport and the very architecture of cities and regions: "Cities and regions can only be sustainable if they have dynamic and efficient public transport systems; public transport systems can only be dynamic and efficient if they are fully integrated with urban policies," explained Hans Rat, UITP Secretary General.

These two interrelated facts will translate into two main axes of the Congress programme. Firstly the programme will examine how the public sector can thrive and be vibrant - for instance through sound corporate and business practices, an appropriate market framework, new technologies, and new sources of financing. Secondly it will show how the sector fits into a broader urban context - for instance how it influences and is influenced by social, economic and environmental policies, citizens' behaviour, and urban development.

Under the umbrella of this theme, the Congress and Exhibition will therefore cover both operational and technical issues as well as policy and strategy issues, making it a unique platform for debate between politicians, authorities, public transport companies and the industry.

"This theme also encapsulates how public transport fulfils a double role: ensuring better mobility for citizens, and contributing to the economic vitality of cities and urban areas," added Mr Rat.

" Helsinki , with its large multimodal public transport system, is proud to be the first medium-sized city to host a UITP World Congress and Exhibition," said Matti Lahdenranta, Managing Director of HKL. The Helsinki region represents some 75% of all urban public transport in Finland expressed in terms of passenger kilometres. In 2004 the system carried some 313 million passengers, amounting to 319 trips/year/inhabitant.

The event will take place from 21 to 24 May 2007 in Helsinki Fair Centre.

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MEDIA INVITATION:

Governments and public transport sector in unique dialogue on urban transport security issues

The **International Association of Public Transport (UITP)** and the **Organization for Security and Cooperation in Europe (OSCE)** will hold a joint Workshop on **Urban Transport Security** in Vienna , Austria , early next month

UITP is THE global expert in security for the public transport sector with 2,700 members from 90 countries. OSCE is the world's largest regional security organization whose 55 participating States span the geographical area from Vancouver to Vladivostok .

Terrorist attacks in London , Madrid and Moscow have illustrated the fragility of urban transport systems (metro, bus and train). Through UITP and OSCE, governments and the public transport sector are now in direct dialogue and together are pro-active in countering and responding to terrorist incidents in public transport. Such collaboration is essential, as national authorities and the public transport sector must work hand in hand if they are to reduce risks of and improve responses to incidents. The joint UITP/OSCE workshop is a first, as, up until now, most collaboration has been either inter-sectoral or intergovernmental.

On the occasion of this event journalists are invited to a **press conference** *. The press conference will be followed by the possibility to hold one-on-one **interviews with country experts from around the world** .

PRACTICAL INFORMATION

Venue

Segmentgalerie I, Hofburg Congress Center , Heldenplatz, A-1014 Vienna , Austria

Time and date of press conference *

10.30, Friday 5 May

**Because of the sensitivity of law enforcement issues to be discussed, the workshop itself will not be open to the general public or to the media.*

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**Call from international experts to build
on success of light rail in US and rest of world**

18 April 2006

Last week 400 public transport professionals from all over the world convened in St Louis to discuss developments in light rail at a joint conference organised by the International Association of Public Transport (UITP) and the American Public Transportation Association (APTA). This was the first cross-Atlantic initiative of its kind in over a decade.

The conference provided a unique opportunity to learn first hand about trends in the American public transport and light rail transit (LRT) sectors, and to contrast the North American situation with experiences from other parts of the globe.

"The US case studies presented at the conference gave a clear and positive message: even in an unfavourable context for public transport - with unlimited space for road transport, low gasoline prices, and a limited land planning tradition - light rail can succeed in attracting commuters," stated UITP Secretary General, Hans Rat.

"But we need to build on the success and popularity of LRT," went on Paul O'Brien, Director of Utah Transit Authority (UTA) and Chair of APTA's Light Rail Committee. For instance the emerging trend for inhabitants to come back 'downtown' should be encouraged, and new market segments should be exploited. The North American audience was particularly excited to learn from international peers about the huge potential of LRT in shopping and pedestrian areas.

US delegates explained how the current context of soaring oil prices is being successfully seized as an opportunity to promote public transport, with awareness campaigns on this theme resulting in increased patronage figures.

Challenges facing the sector were also discussed, such as soaring costs, the long 'time to market' (ie the lengthy decision-making, planning and building processes) and the funding mechanisms in USA .

UITP made a call to the USA to explore more daringly innovative project delivery methods such as 'Design, Build, Operate, Maintain' (DBOM) and to investigate the potential role of private LRT operators, following the similar recent trend in the commuter railway business.

Participants at the conference - from North America , Europe , Latin America and Asia-Pacific - all expressed a unanimous wish to repeat this fruitful exchange of views.

Photos and presentations from the conference are available on request.

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MEDIA ADVISORY

'Is congestion charging the solution for better mobility in urban areas?' Workshop and press conference on the topic (12 May, 12.30)

What: Field visit, international seminar and press conference on the topical theme of congestion charging

When: 11-12 May 2006

Why: To bring together international practitioners, academics and observers in order to provide a balanced view of congestion charging, with both proponents and adversaries of the scheme explaining their position.

To give an overview of the lessons learned from and the concrete effects of previous/existing congestion charging initiatives (eg Stockholm , London , Singapore , Norway , Edinburgh , the Netherlands).

To show participants in a field trip how Stockholm has coped with the technical and organizational challenges posed by congestion charging.

Where: Stockholm County Council Hall 'Landstingshuset', Hantverkargatan 45, SE-104 22 Stockholm, Sweden.

Following the example set by London, Stockholm introduced a congestion charge in January 2006. This was preceded by a significant increase in the capacity of the public transport system. Following a seven month trial period, the citizens of Stockholm will have the opportunity to evaluate the system in a referendum.

Who: Organiser : International Association of Public Transport (UITP)

Local host : Stockholm Transport (SL)/ AB Storstockholms Lokatrik (SL)

Journalists are invited to attend the field visit (16.00, 11 May), seminar/round table (9.00-17.00, 12 May) and **press conference (12.30 , 12 May)** . Press registration is free of charge. To register as a journalist please fill out the press registration form [available online](#) and return it to UITP with a copy of your press card/letter of accreditation as soon as possible.

For more information on the event, including full programme, visit:

<http://www.uitp.com/Events/2006/stockholm/en/index.cfm>

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**EU Committee position:
Public transport must play a key role in the battle against
climate change**

The European Union Committee ¹ of the International Association of Public Transport (UITP) welcomes the European Climate Change Programme and the Green Paper on Energy Efficiency but calls for more focus on the transport sector to reduce energy consumption and greenhouse gas emissions (GHG).

Knowing that transport is responsible for 31% of energy consumption and 21% of EU greenhouse gas emissions, the EU Committee reminds the Commission that the transport sector should be a prime target in the fight against climate change. Particular focus should be put on urban mobility as 40% of all transport related GHG emissions in the EU are produced in cities.

In an official position paper, UITP clearly demonstrates the advantages of public transport in energy savings. Guido del Mese, President of the EU Committee, summarises the 'green benefits' of the sector as follows: "Public transport consumes three times less primary energy than private cars. Differences in energy savings between cities with a high modal share of public transport and cities relying mainly on the private car represent around 400 to 500 kg of fuel per inhabitant annually². In the current energy context, this should be taken into account in any strategies and plans".

This is the reason why the UITP-EU Committee strongly recommends addressing specifically the issue of urban mobility in the European climate change and energy efficiency policies, by:

- Developing a strategy for modal shift towards transport modes producing less GHG emissions and consuming less energy;
- Investing in public transport and promoting high quality public transport systems;
- Encouraging road charging schemes and environmental tax measures to rebalance costs between private car and public transport use, and better integrate external costs;
- Creating Sustainable Urban Transport Plans such as mentioned in the "Thematic Strategy for the Urban Environment"³, including mandatory targets for a shift towards environmentally friendly modes of transport. This should become mandatory for cities with more than 100,000 inhabitants;
- Carrying out benchmarks on the regional and local entity level to make comparisons and measure improvements in reducing GHG emissions;

Increasing public awareness on the consequences of daily travel behaviour and the choice of transport modes on climate change;

Using investments from European Cohesion funds, infrastructure funds, European Investment Bank (EIB) and European Bank for Reconstruction and Development (EBRD) in priority for transport projects focussing on high energy efficiency and low GHG emissions.

UITP believes that these actions, taken at a European level, would strongly help the European Union to address the urgent issues of climate change and global warming.

If you want to know more about the UITP EU Committee position, read the full paper: <http://www.uitp.com/eupolicy/publications.cfm>

¹ The UITP EU Committee brings together the urban, suburban and regional public transport undertakings in the European Union

²UITP Study : *Mobility in Cities Database* , Brussels , 2005.

³COM(2004)60 and COM(2005)718

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9 March 2006

Vision and targets for future railway systems presented to EC Research Commissioner

Yesterday evening the partner associations of the European Rail Research Advisory Council (ERRAC) presented their vision and research targets for future railway systems - 'Rail21: Sustainable rail systems for a connected Europe' - to EU Research Commissioner Janez Potocnik.

'Rail21' explains how, with the appropriate investment, targeted European research can meet the key economic and social challenges of the European Union.

Commissioner Potocnik welcomed 'Rail21', which sets research targets for the Seventh Framework Programme (2007-2013), as a "clear demonstration of [ERRAC's] intentions" and acknowledged the contribution of ERRAC in framing the Work Programme for the Sixth Research Framework Programme.

Europe's railways provide a vital transport infrastructure supporting citizens and businesses through increasingly fast, efficient and comfortable passenger travel as well as the timely shipment of freight around the continent. However, a large part of the European network is already working to its maximum capacity and customer expectations are increasing. "New technologies are needed in order to meet these demands and further enhance the role that railways play in providing reliable, affordable, safe and environmentally-friendly transport for long and short distances," stressed ERRAC Chairman, Åke Wennberg.

'Rail21' sets five broad targets for collaborative surface transport research: excellence in operations, solutions for attractive urban transport, personal security, environmental performance and worldwide competitiveness of the rail industry.

The publication also presents success stories which prove that investment in rail research is repaid many times over as railways offer ever better, faster, safer services to passengers and freight forwarders, leading to an improved environment, reduced congestion in cities and on motorways, as well as greater choice for the traveller.

ERRAC is a body set up on the initiative of the European Commission in order to reach consensus on priorities for European railway research and to guide research efforts towards a common strategy. ERRAC, a unique body of this kind, brings together railway undertakings and infrastructure companies, public transport operators, manufacturing industry, and representatives of the EU Member States, European Commission, customer groups, consultants and academic institutions.

ERRAC partners are: the Community of European Railway and Infrastructure Companies (CER), the European Rail Infrastructure Managers (EIM), the International Association of Public Transport (UITP), the International Union of Railways (UIC) and the Union of European Railway Industries (UNIFE).

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Rail21: Sustainable rail systems for a connected Europe ' is available from the ERRAC secretariat (Tel: +32 2 642 23 21, nailia.dindarova@unife.org).

For more information, visit www.errac.org



2nd UITP Business Forum in Bahrain : Emerging Markets for the Public Transport Industry

From Sunday until today, the International Association of Public Transport (UITP) organised in the kingdom of Bahrain its second Business Forum for emerging markets in the Middle East and North Africa region (MENA). Hosted by the Ministry of Bahrain and under the patronage of His Excellency HH Sheikh Ali Bin Khalifa Al Khalifa, this second UITP Business Forum brought together high level transport decision-makers from the MENA region, both at the operational and strategic level, and a broad panel of industrial suppliers.

The objective of this unique kind of meeting is clearly to bring to the same table new customers and public transport industries, and to facilitate industry's access to emerging markets. Furthermore, the forum provided MENA authorities and decision-makers with a wider range of solutions for the development of their public transport systems.

Hans Rat, UITP Secretary General introduced the Business Forum on Sunday saying: "The MENA Region has a tradition of being the crossroad for trade between Europe and the Orient. As one of the most active regions in the implementation of new public transport systems, it is fully taking up this role again. The commercial skills of public transport actors in the MENA region and their creativity in doing business has led them to establish new business models which are often different, with much shorter business cycles, than what is seen in traditional public transport operations. This is having a visible effect on how they purchase new rolling stock and services. It is clear that these new business models, and production and purchasing strategies will have an impact on the public transport sector as a whole."

Face-to-face meetings between one hundred delegates from the biggest industrial suppliers (from rolling stock suppliers to complete rail system suppliers; from Automatic Fare Collection suppliers to consulting firms; including well-known names such as Mercedes, Alstom, Siemens, Irisbus and Van Hool) from all over the world and the most important MENA operators and authorities took place during this two day forum.

It is too early to speak about concrete business results, but as you probably know, the first business forum organised last year in Dubai was a clear success. Indeed, its participants confirmed that they have done direct or indirect business or have built up new partnerships as a result of their attendance in the Forum.

By initiating this kind of innovative event UITP wants to develop all ways and means to promote public transport use on an international scale. Being present when a region is emerging could represent the best guarantee of orientating cities towards sustainable mobility. UITP is the only platform which facilitates such business contacts at an international level.

This Forum is followed by a trade tour in Iran with nearly 20 industrial suppliers.

For more information about the Forum, including the complete programme:

<http://www.uitp.com/events/2006/bahrain/>



A common legislative framework at last for the development of public transport in Europe?

The European Union Committee of the International Association of Public Transport (UITP)¹ staged a conference in Brussels on Tuesday. This event was designed to take stock of the future legislative framework for developing quality public transport in Europe.

Left on hold for too long, the Regulation proposal on the award of local and regional public transport services is now back on track within the European decision-making process. Since the presentation by the Commission of a new text on 20 July last year, the project has returned to the spotlight and the Austrian Presidency has added it to the agenda of the next Council of Ministers responsible for transport, which is due to take place in March.

The UITP European Union Committee therefore took advantage of this period of intensive discussions in order to invite the European Commission, the Parliament and the Austrian Presidency to debate with the sector the main issues at stake in relation to the proposal and the state of progress of negotiations.

In practice, what does the proposal entail?

The overriding aim of the future Regulation will be to bring to an end the legal uncertainty in which public transport operators are currently operating. The Regulation in force actually dates back to 1969. It does not regulate methods for awarding services in the public transport sector and is no longer adapted to the current situation characterised by the existence of a genuine European market in local passenger transport. As UITP has reiterated for many years, it is now high time for the sector to be given a legislative framework that is both enhanced and modernised.

Guido Del Mese, President of the EU Committee of UITP, also made the following declaration during his introduction to the one-day conference: "We, the operators, are convinced of the need to establish, at European level, common rules that will recognise and at the same time clarify the public-service dimension and entrepreneurial dimension of public passenger transport. The future Regulation should be the key instrument in enabling undertakings to contribute to the continued development of urban public transport in Europe on the basis of transparency and concern for the interests of passengers and the finances of local authorities."

As the European Commission has reiterated, the new Regulation proposal hinges on the following principles:

UITP's "European Union" Committee brings together the urban, suburban and regional public transport undertakings from EU25 and represents their interests towards the EU.

- the obligation to establish a fixed-term public service contract between the authority and the operator. This contract should set in advance the content of public service obligations along with levels of financial compensation (linked to these obligations);
- competitive tendering for these public service contracts on the basis of transparency and non-discrimination. At the same time, the Regulation recognises the possibility for a public authority to provide these services itself or to award these contracts directly to an internal operator whose activity is confined to the territory of the authority;
- the possibility of exemption from compulsory competitive tendering in the case of minor contracts, emergency measures, or regional or long-distance rail services;

- the implementation of a transition period for the application of new provisions, complete with reciprocity rules;
- application of the Regulation provisions governing the award of public service contracts without prejudice to the European public procurement directives.

Numerous points remain "work in progress" within the Council and a fair number of practical details still have to be negotiated, clarified and fine-tuned. Nevertheless, the current Presidency is displaying a clear determination to take the text forward and include it on the agenda of the first Council of Ministers next spring.

Participants at the conference were then given ample opportunity for exchanges with various European officials and were also able to ask them questions, in particular on:

- the scope of the future Regulation;
 - the definition of 'internal operator';
 - the 'territoriality' clause;
 - the calculation of financial compensation in the event of a direct award;
 - the transition period;
- etc...

According to the participants, these items are still likely to undergo a number of improvements and clarifications.

UITP will continue, of course, to monitor closely the progress of discussions in order that the text corresponds as best it can to the sector's needs.

For the complete information about UITP position:

http://www.uitp.com/eupolicy/positions/2005/11/comm_319_en.pdf

¹ UITP's "European Union" Committee brings together the urban, suburban and regional public transport undertakings from EU25 and represents their interests towards the EU.

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Language : 



PRESS RELEASE

CINERAIL
International Festival for Train, Metro &
Cinema

Paris, Cinéma l'Entrepôt
8 - 15 February 2006

CINERAIL AWARDS

CINERAIL CLOSING CEREMONY AT L'ENTREPOT

THIS WEDNESDAY 15 FEBRUARY 2006

PRIZE CEREMONY AND ANNOUNCEMENT OF WINNERS

A DIFFERENT VIEW - TRAIN AND METRO SEEN THROUGH
THE MEDIUM OF FILM

After many years in Lille , **Cinérail has come to Paris** for its fourteenth year, **taking place at the Cinéma L'Entrepôt (7-9 rue Francis de Pressensé in the 14th arrondissement) from 8 - 15 February 2006** .

Every day this week from 1pm to midnight has seen screenings of 10 feature-length films from some of the great directors (Scorsese, de Palma, Buster Keaton, Marcel Carné, Henry Verneuil, Luc Besson etc) and a selection of 44 short films by young film-makers from all over the world.

Wednesday at the Festival's closing ceremony, prizes were awarded as a mark of distinction for the best short films.

This year, 44 documentary and fictional films from 15 countries have been screened for the jury and the general public. Metros, stations, trams, tracks and trains from Denmark , Brazil , Portugal , the USA , Germany , Ireland , Norway , Sweden , France , Canada and Mexico have all found their way onto the big screen.

Whether it be love stories, meetings, dreams, waiting, vignettes, or some real animated gems, Cinérail is pleased to have transported hundreds of visitors on a 7-day journey through all that railways have to offer the silver screen.

The railway world supports this event, whose continued ambition is to reveal to film buffs, public transport users and rail fans how the stories of film and railways have been intimately linked since the Lumière brothers first screened "L'entrée en gare de la Ciotat" (a train arrives at La Ciotat station).

PRIZE-WINNERS AT THE 14th CINERAIL

Grand Prix Cinérail

Transports Amoureux

52 min
France

Directed by : **Laurent Fléchaire & François Bordes**

Produced by : **Kuiv Produced bys**

Portraits of men and women whose lives intersect. Not having dared speak to the person who catches their eye on the train, they place an announcement in the newspaper to contact the object of their desire.



Cinérail d'Or - Fiction

Tango del Aire

13 min
Germany

Directed by & produced by : **Chris Roth**

The musical and poetic story of a street-sweeper and Carmen, an old accordion-player. Like a gust of wind along a metro platform.



Cinérail d'Or - Documentary



Will the Train Whistle Once More ? (Quando o comboio apitar ?)

58 min
Portugal

Directed by : **Anabela Saint-Maurice**
Produced by : **Radio & Televisao de Portugal**

Benguela Railway is a train of African legend. After 30 years of civil war in Angola, this sleeping giant comes under attack from mines and constant sabotage.

Cinérail d'Or - Corporate communications

L'Expert

6 min
Switzerland

Directed by : Mike Huber

Produced by : Condor Films

Sponsored by : SBB CFF FFS (Swiss Railways)



Dubai , 13 February 2006

**International Association of Public Transport (UITP)
opens office in Dubai**

The International Association of Public Transport (UITP) opened an office for its Middle East and North African (MENA) Division in Dubai today. The office was officially opened by Hans Rat, UITP Secretary General, Matter Mohammed Al Tayer, Chair of Dubai's Roads and Transport Authority, and Abdul Aziz Abdulla Malik, Chair of UITP's MENA Division. UITP and the Dubai Roads and Transport Authority also signed a contract of collaboration on this occasion.

UITP is the international platform for public transport, with 2,700 members in some 90 countries worldwide. Its main office is located in Brussels , Belgium , and it also has offices in Abidjan , Canberra , Hong Kong , Moscow and Sao Paulo .

"The MENA Division - officially founded at UITP's World Congress and Exhibition last year - is the youngest of our Association, which celebrated its 120th anniversary last year," explained Mr Rat. "It is also the region which has shown the greatest development of public transport these last few years, and promises to go on doing so in the future." Indeed, new institutional frameworks, large infrastructure projects and public transport operations are planned or being implemented in several countries.

"The solution for mobility problems in the rapidly urbanising cities of the MENA region lies in the implementation of efficient public transport systems and the integration of all different transport modes," stated Mr Malik. Mr Tayer added: "Finding the right balance between the different transport modes - private cars, taxis, busses, waterborne services and the metro - will be the major challenge for the development of Dubai and of the newly-established Dubai Roads and Transport Authority. We are confident that Dubai will largely benefit from the international expertise that UITP and its regional office will bring."

Forthcoming UITP events in the region include a Business Forum for Public Transport Industry which will take place in the Kingdom of Bahrain at the end of the month, and a Light Rail and Bus Trade Tour in Iran in early March.

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MEDIA ADVISORY
Innovations in policy and technology: what works for public transport?

What: Two major events of the International Association of Public Transport (UITP) around the crucial theme of innovation in policy and in technology:

- The 5 th UITP Asia-Pacific Congress
- The first international conference on creating Intelligent Public Transport Systems (IPTS)

These events are supported by an exhibition showing the latest innovations in the field of public transport.

When: **18-23 June 2006** : one full week dedicated to the efficiency and the future of public transport.

Why:

- To learn more about public transport in the Asia-Pacific region;
- To analyse with international experts current public transport issues such as: modal choices for big cities, efficient financing and energy options for the future, choices in rolling stock and in security systems, etc;
- To attend the first international conference dedicated to the latest intelligent systems developed in public transport increasing our efficiency in mobility; and
- To know more about how IT helps security, leads to better passenger information, and improves customer satisfaction and operation management.

Where: **Seoul , Korea** (COEX, Samsung-dong, Gangnam-gu, 135-731), the center of the economic powerhouse and innovation hub that is Korea

Who: Organiser : International Association of Public Transport (UITP)

Under the patronage of : UITP's Asia-Pacific Division and Information Technology & Innovation Commission

Local host : Seoul Metropolitan Government

More information about the event and the full programme: <http://www.uitp.com/seoul2006>

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MEDIA ADVISORY
European legislative framework for public passenger transport

What: 3rd European Conference of the International Association of Public Transport (UITP):
'What legislative framework for urban, suburban and regional public passenger transport in Europe ?'

When: 21 February 2006

Why:

- To provide all participants - public transport operators from both public and private companies - with quality information concerning the recent developments relating to the public service requirements in the field of public transport.
- To discuss with members of the European Commission, European Parliament, Committee of the Regions and with public transport experts the future legislative framework regulating the award of exclusive rights and compensation for public service requirements.
- To exchange information with public transport operators of the various situations involved as regards financing and public service contracts in the EU Member States.

Where: Renaissance Brussels Hotel , Rue du Parnasse, 19, B-1050 Brussels

Who: Organiser : The EU Committee of the International Association of Public Transport (UITP)

UITP is the international organisation for the public transport sector. It is a platform for worldwide co-operation and the sharing of know-how between its 2,700 members from some 80 countries.

UITP's EU Committee is the body which speaks on behalf of public transport undertakings in the European Union. It is chaired by Guido Del Mese, General Manager of ASSTRA (National Association of Public Transport, Italy). The UITP EU Committee has a European secretariat called EuroTeam, which is based in Brussels .

How: The registration form can be downloaded from <http://www.uitp.com/Events/2006/Brussels/en/more.cfm#form>. Simply indicate press on top of the form for free access and return to UITP together with a copy of a press card or letter of accreditation.

For more information on the 3rd UITP European Conference, including the full programme, visit: <http://www.uitp.com/brussels2006>

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**The International Association of Public Transport (UITP) invites you to Cinerail,
the international film festival on trains, stations and metros**

The International Association of Public Transport (UITP) invites you to the 14 th international film festival on trains, stations and metros, taking place in Paris from 8 to 15 February 2006.

As the international partner of the festival, UITP encourages you to participate in this unique week, bringing together the magic movie world and our daily lives in stations, metros and trains.

Film authors have always been attracted by public transport systems and by their atmosphere. Metros and trains represent our daily journeys and bring all kind of people together, which fits any good scenario.

In addition to the festival, an international competition of over 100 short films will be held with a number of different prize categories: 'Grand Prix Cinerail', fiction, documentary and corporate films.

UITP believes that this festival is a good opportunity to see public transport differently and to think about the role it plays in our society.

Practical information:

- 14th Cinerail Festival, 8 - 15 February 2006
- Cinéma [L'Entrepôt](#) 7-9, rue Francis de Pressensé - 750014 Paris
- Opening Ceremony: Wednesday 8 February at 8.30 with Belo Odello (The White Suit) by Lazar Ristovski
- [Full programme](#)
- More information: <http://www.cinerail-fest.com>

Do not hesitate to contact me if you have any question and enjoy the Festival!

Isabelle.

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