

**Urban transport and individual mobility**

**Ensuring better urban mobility in a cost effective and environmental friendly way. Experiences, plans and programs in the Oslo region.**

UNECE, Geneva, 3.9.2012

Bernt Reitan Jenssen, CEO, Ruter As

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# Ruter: PT Authority for the Norwegian Capital Region



## Norway

Population 5,0 mill

Gross domestic product  
per capita PPP USD 60 000

Unemployment rate 2,7 %

## Oslo + Akershus

Population 1,2 mill

2 counties

22 + 1 municipalities

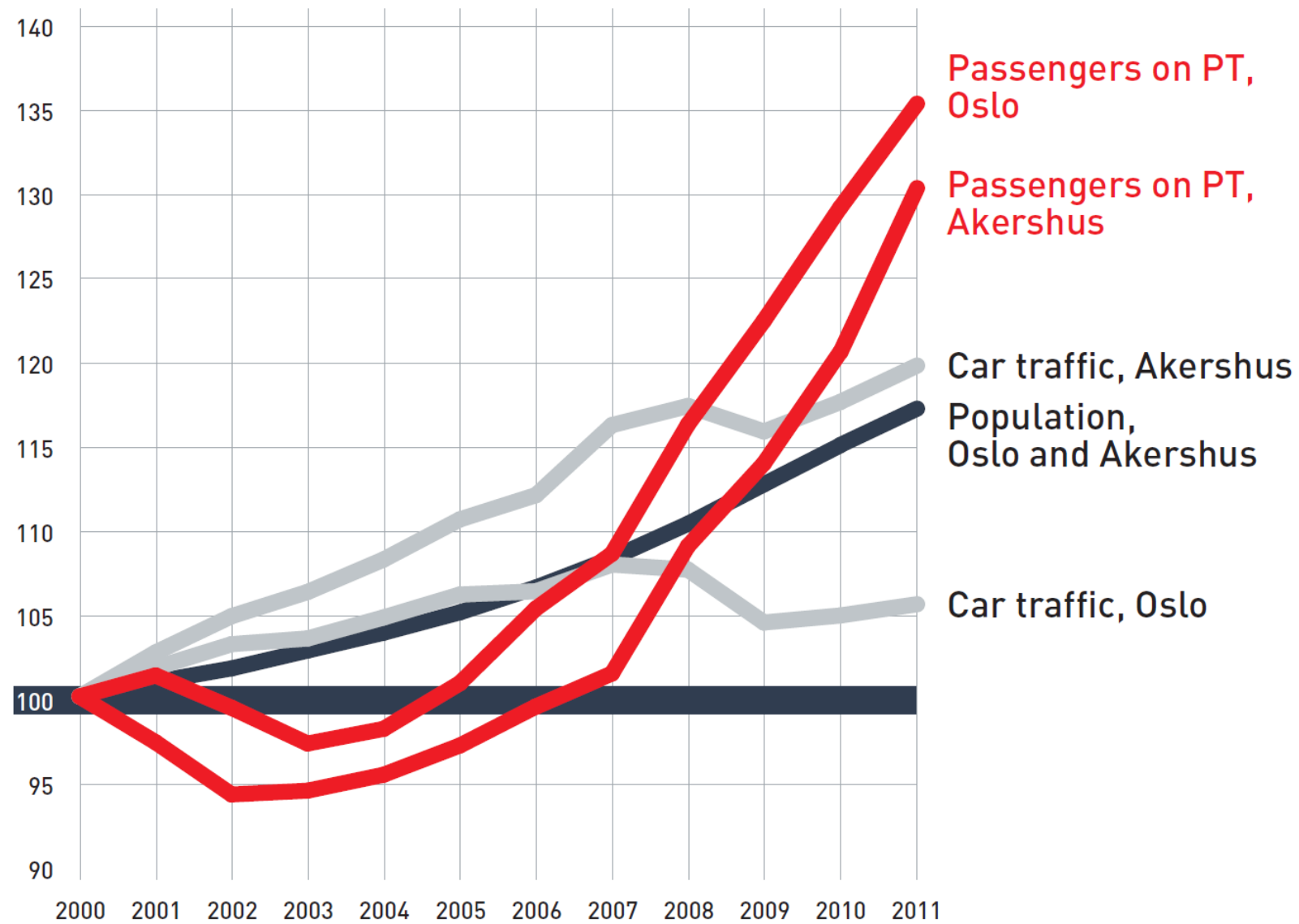
Ruter As established 2008  
as a common authority for  
the City of Oslo and  
Akershus County.

PPP = Purchasing Power Parity.

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# PT growing and gaining market shares

Trends 2000–2011. Index: 2000=100



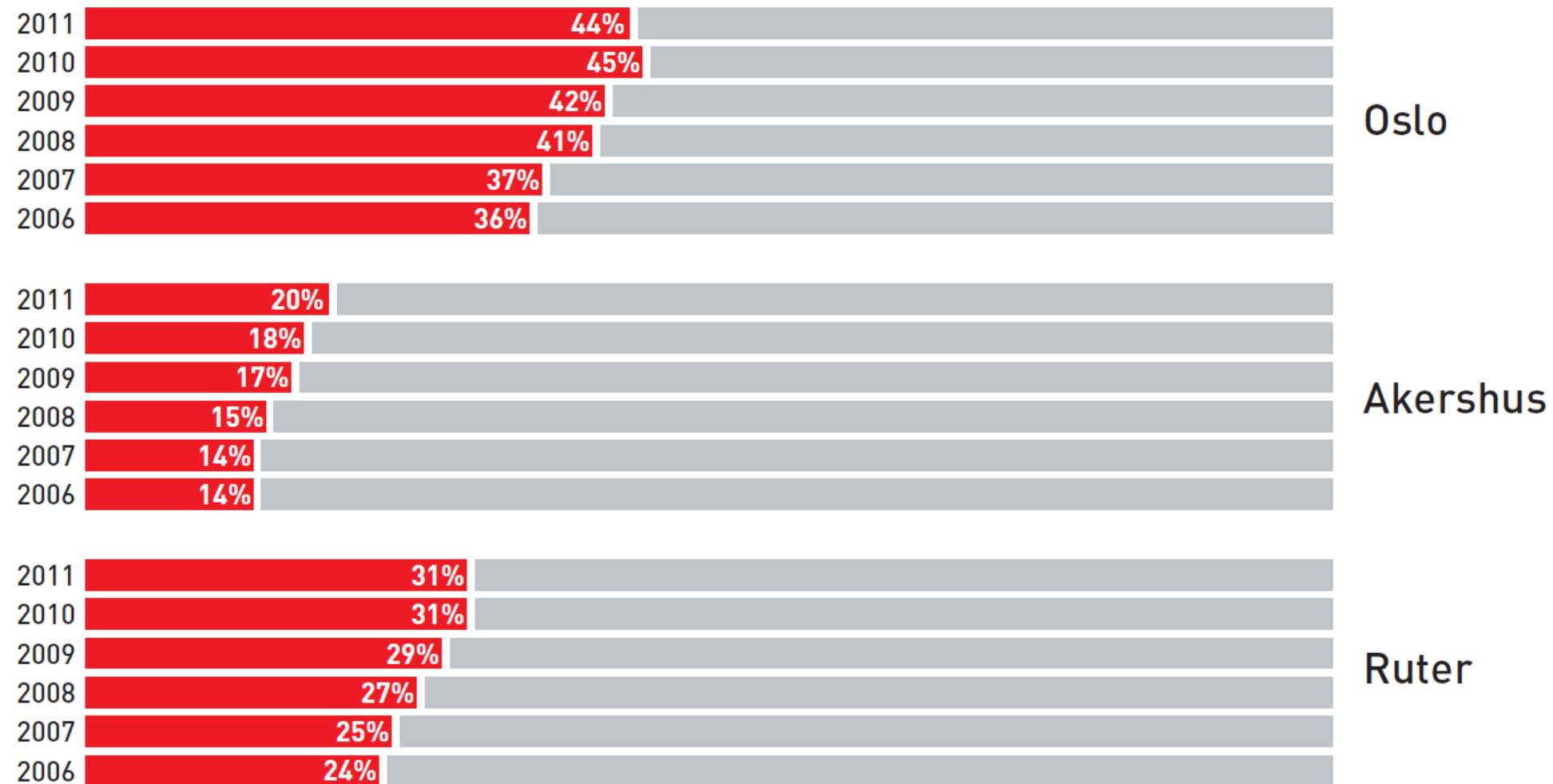
291 mill PT boardings 2011

Europe's fastest growing capital city

Car traffic in Oslo still at 2005 level

# PT growing and gaining market shares

## Public transport's share of motorised transport



Significant increase in PT market share is possible!

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# All modes playing together

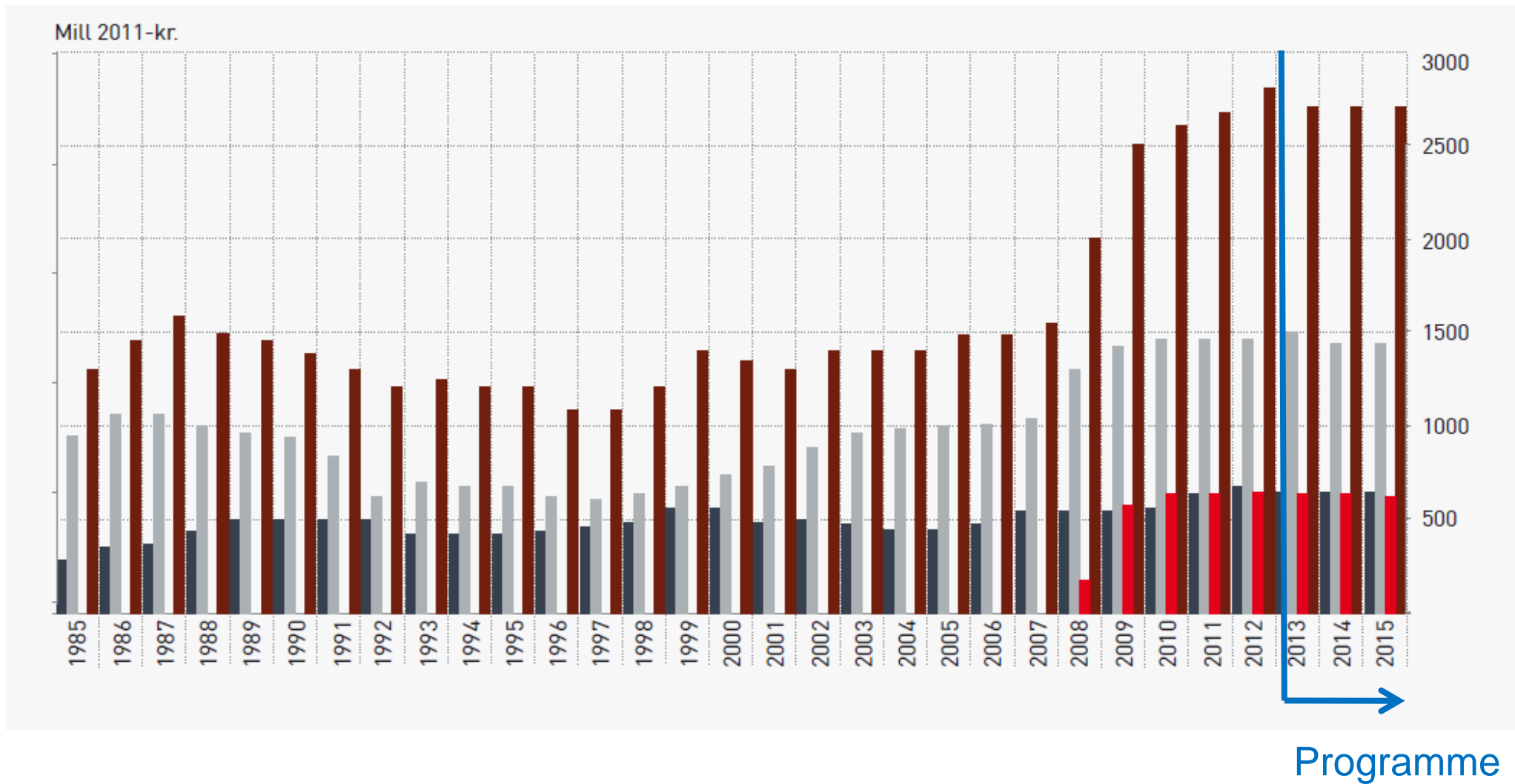


Bus City	Bus Regional	Metro	Tram	NSB Train	Airport Express Train	Passenger Ferry
83 mill	43mill	81 mill	48 mill	27 mill	6 mill	4 mill
126 mill						
43 %		28 %	16 %	9 %	2 %	1,5 %

55 % on rail, powered by elektrik renewable energy

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# Reasons for market success

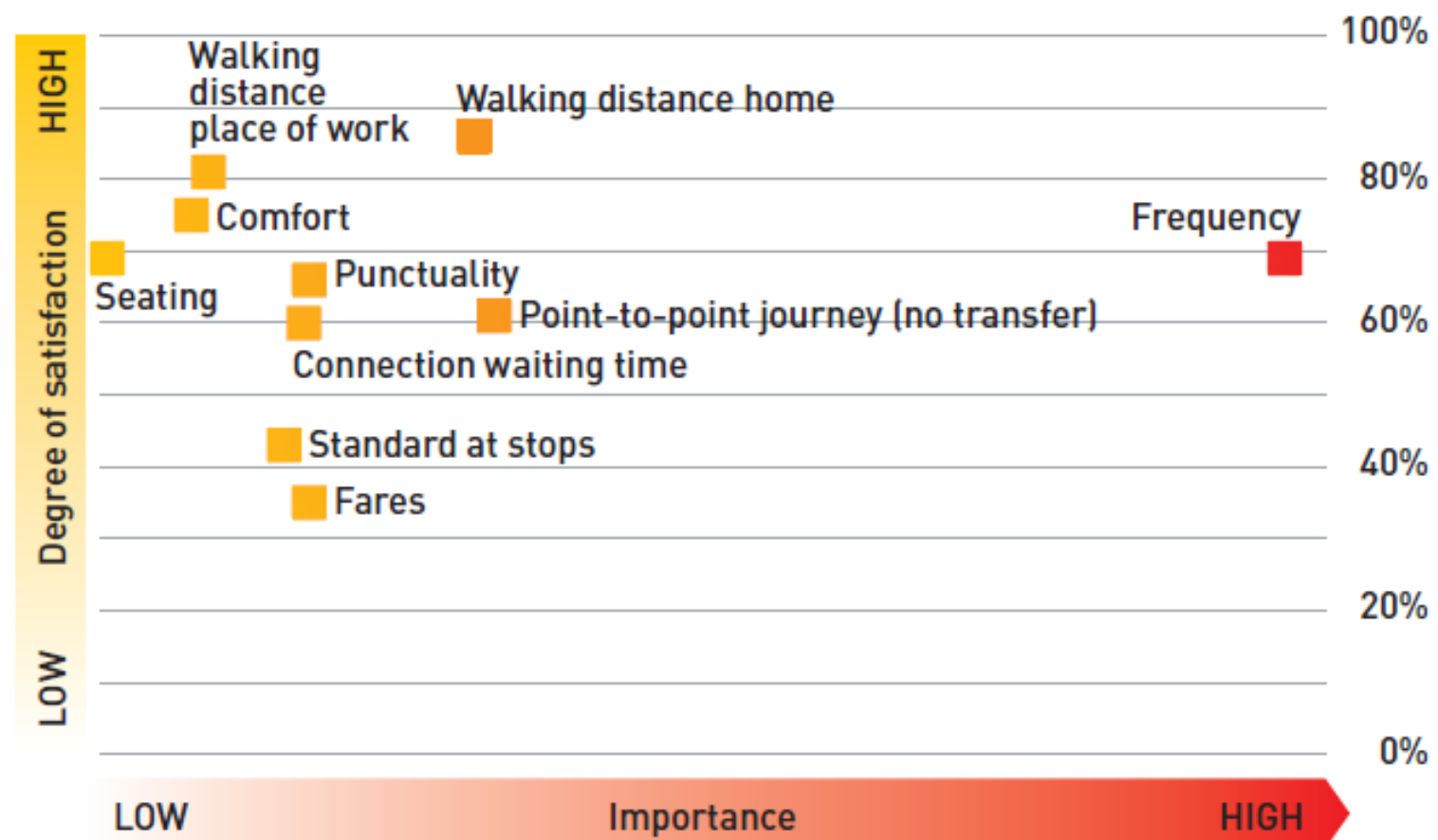


- Akershus County
- Oslo City
- Toll Ring fares
- Total

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- Increased public financing, including share of Toll Ring revenues
- Common regional organization
- Customer-driven development
- Production moved in direction of heavier markets
- Increased frequency
- New rolling stock (metro)
- Real time information
- Weather?
- Reduced fares for 30 Days passes in Oslo 2008
- Increased Toll Ring fares 2008

# Customer-driven service development



Satisfaction related to importance

Ruter's Customer Segmentation

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Ambassadors



My only option



Enlightened friends



Convince me

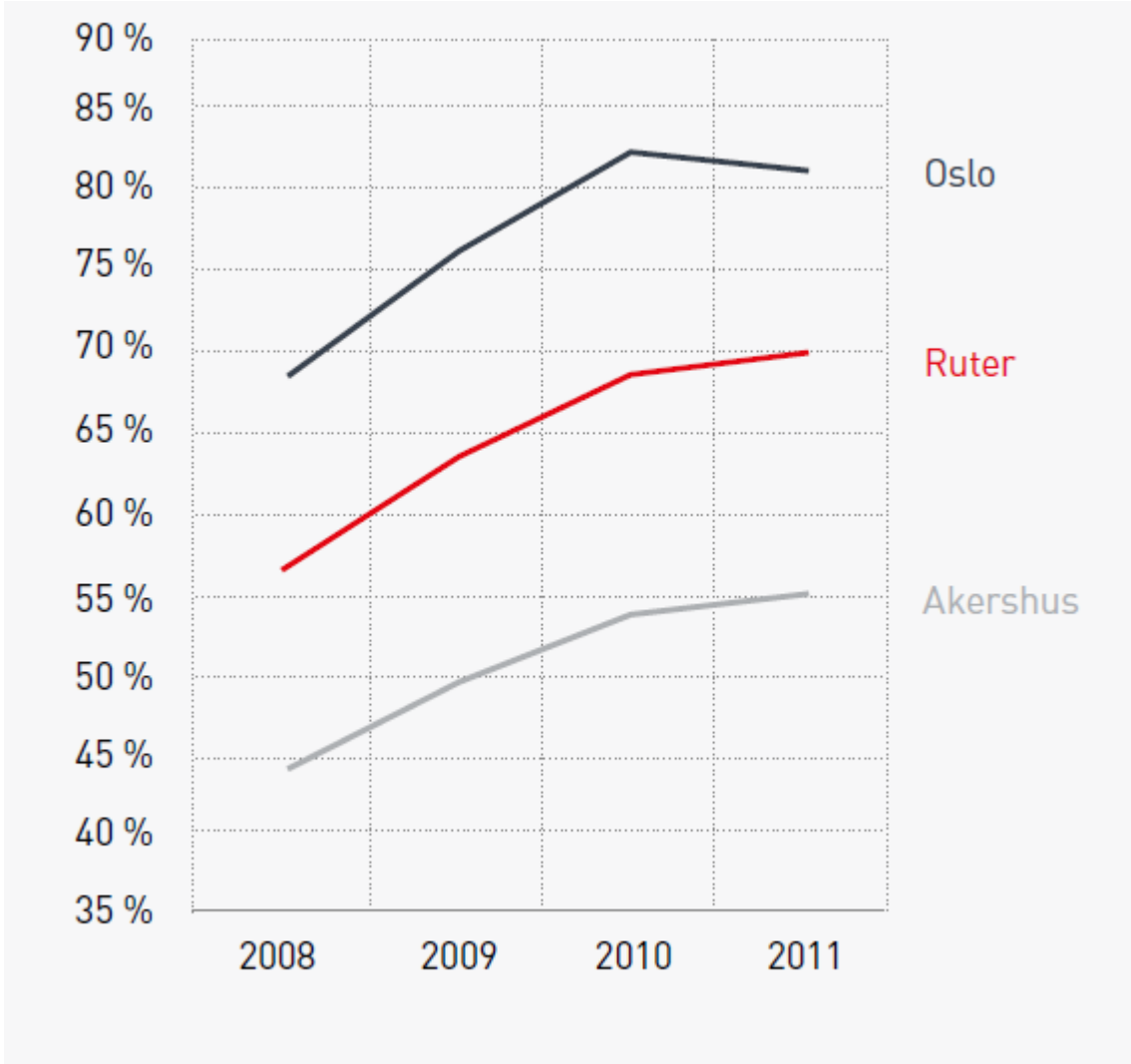


Me and my car

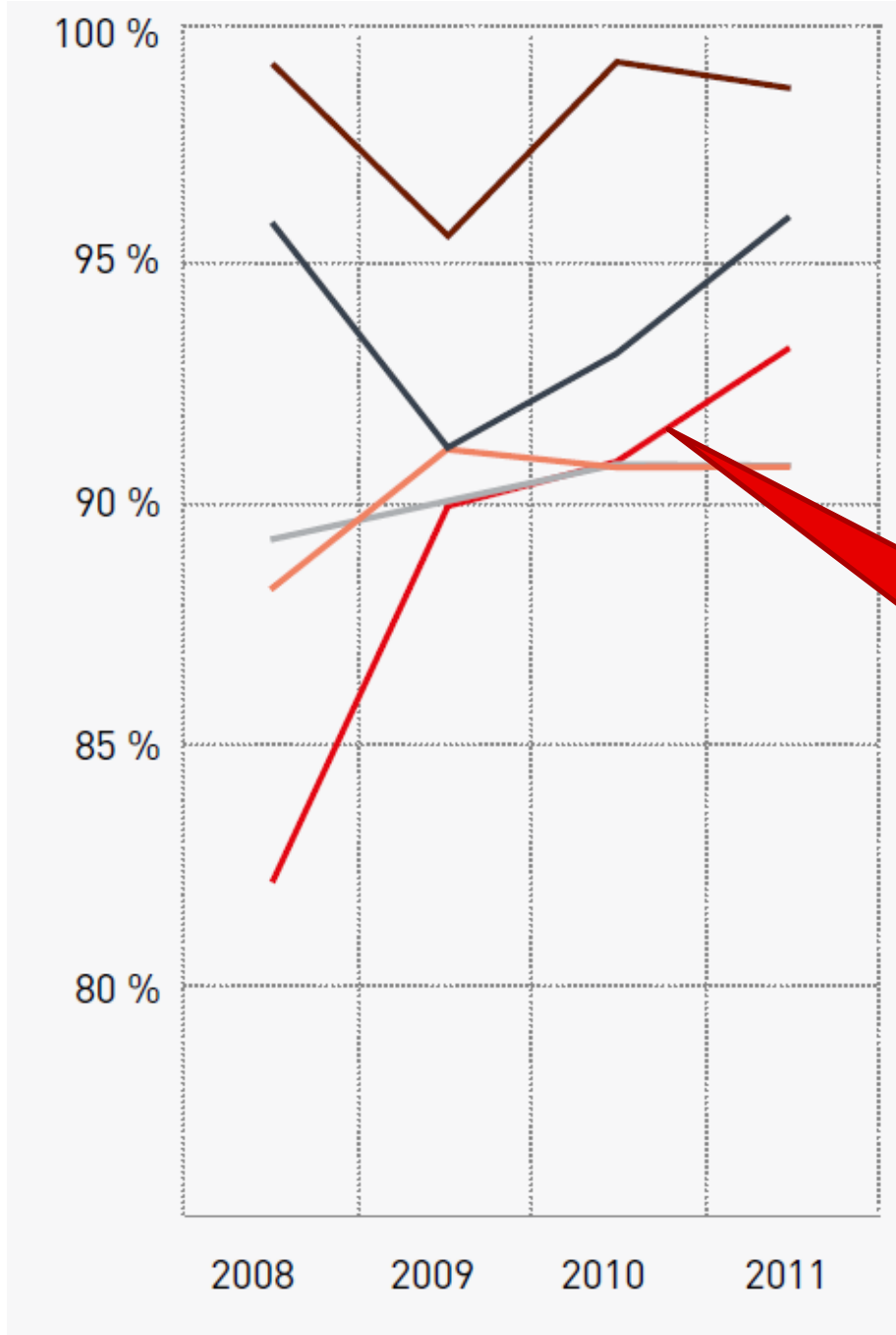


Non-users

# High and increasing satisfaction



Citizens' satisfaction is increasing, and at the highest level in Oslo

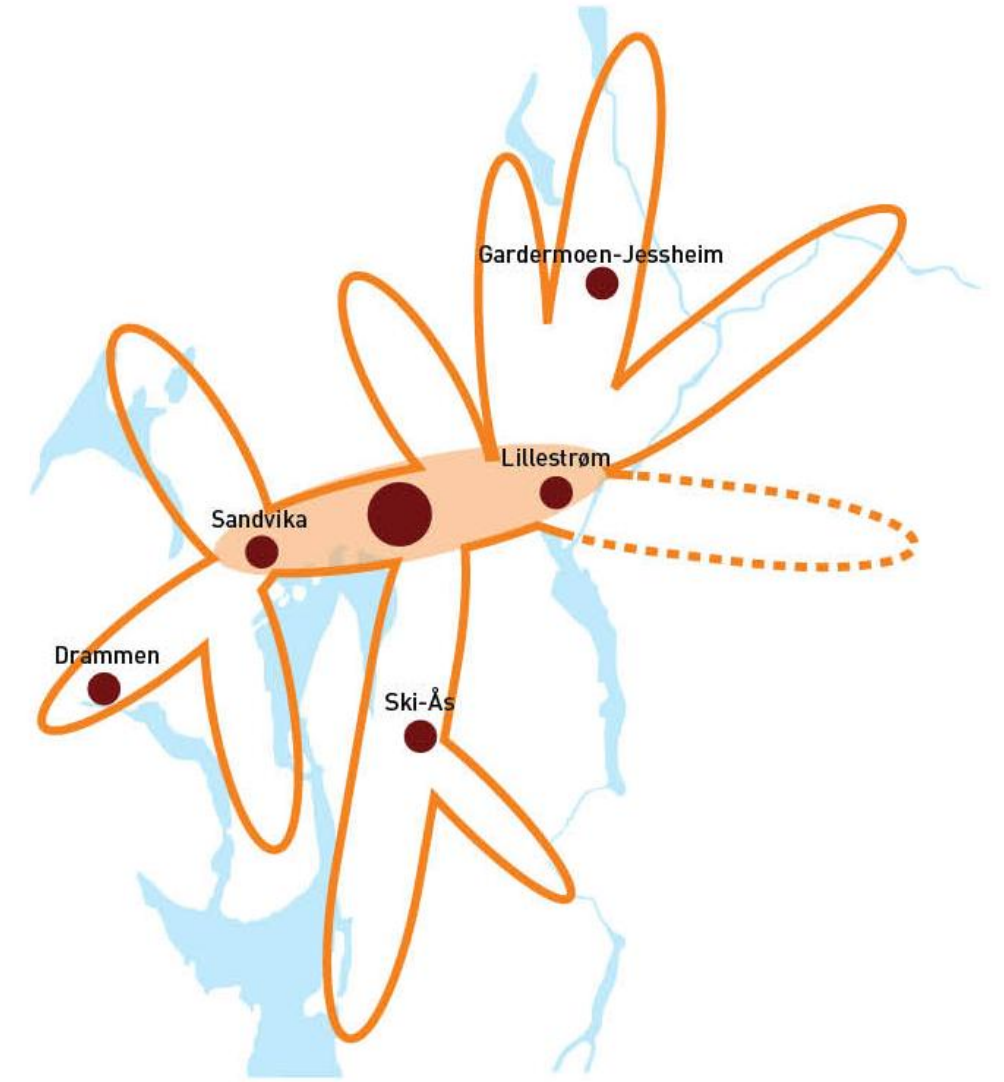
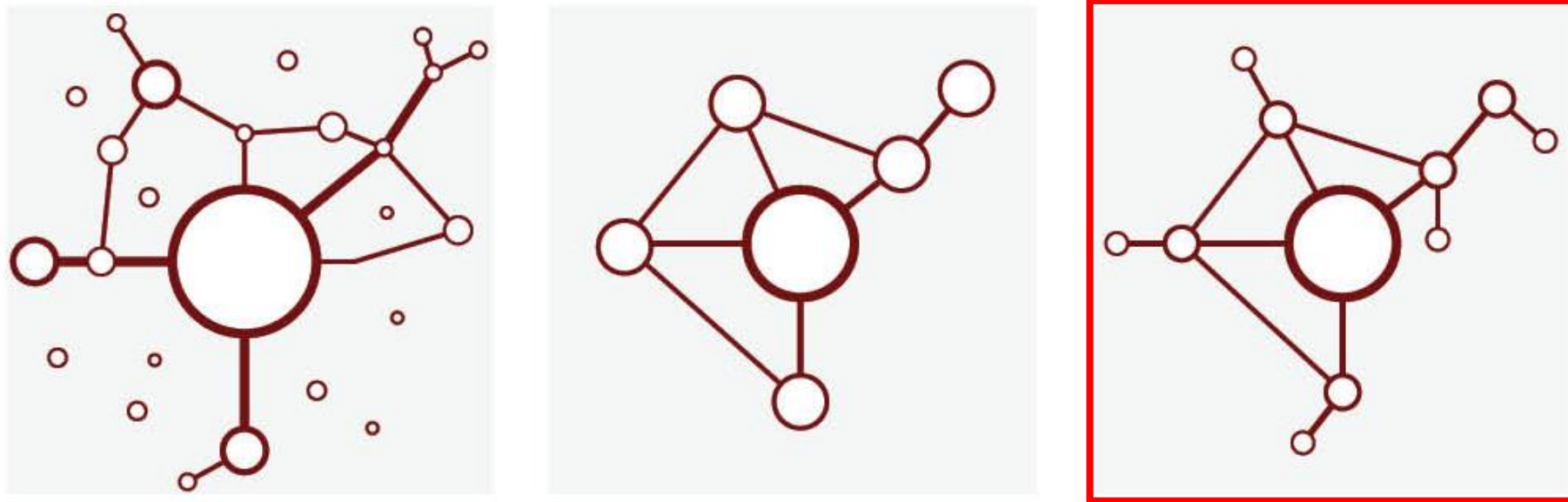


Customers' satisfaction is high, and highest for regional services

Infrastructure renewal and new metro cars: Better quality and higher satisfaction



# PT oriented land use is a must



Short term effect by 30 % population increase in the Oslo region

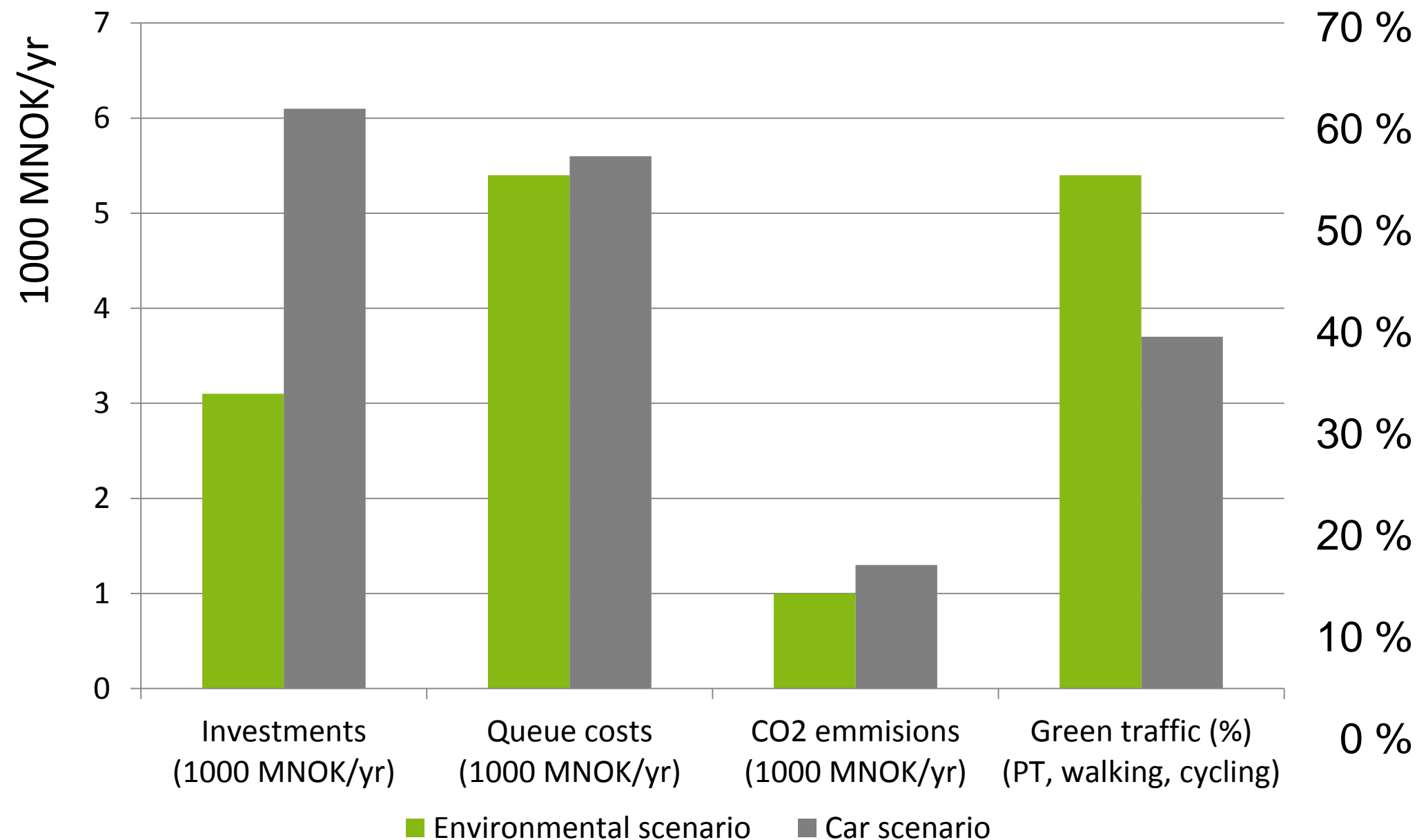
	Car use	PT
Densification	- 8 %	+ 12 %
Urban Sprawl	+ 3 %	- 19 %

Densification in a PT oriented pattern gives less car traffic, more public transport, better environment and lower costs.

Regional Land Use Secretariat is located in Ruter's (PTA) office

# Public Transport is Cost Effective

Benefit/Cost ratio in the Oslo region for PT grants: 1,78, mainly due to reduced queue costs. Optimum level would be 30 % higher: MNOK 750 (MEUR 100).



Traffic development in the Oslo region:

- Environmental scenario
- Car scenario

A trend scenario is quite similar to the car scenario.

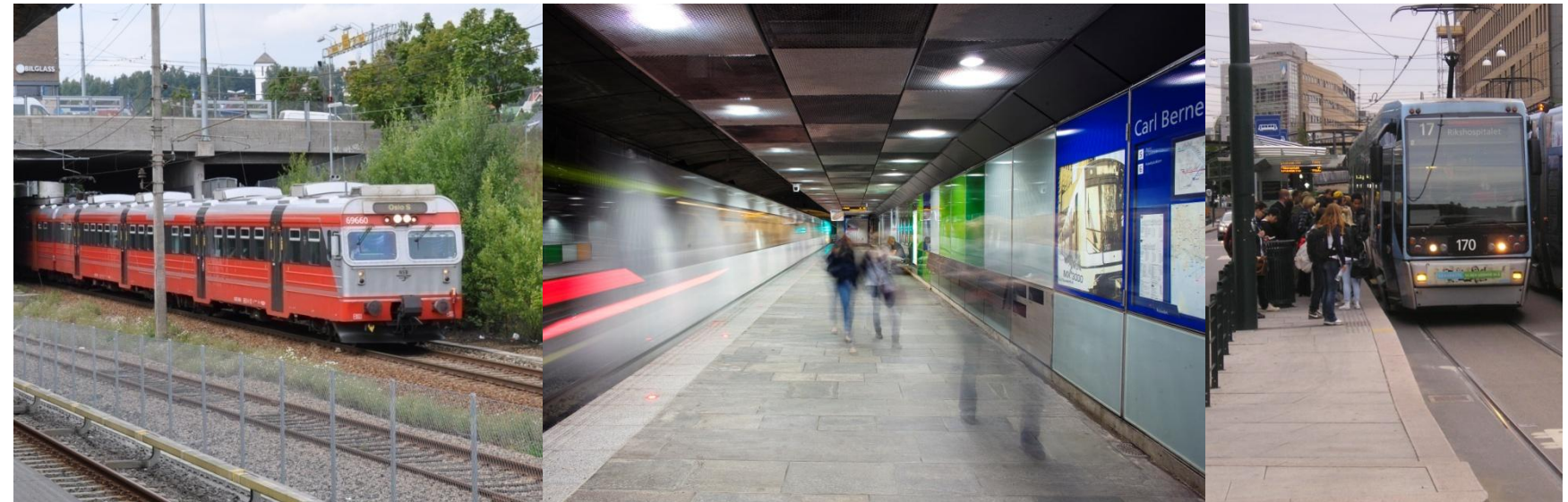
Transport sector accounts for 79 % of CO<sub>2</sub> emissions.

# Better environment by higher PT market share

Car use has an environmental cost four times the average for PT (NOK 0,96 against NOK 0,22 per person kilometre).

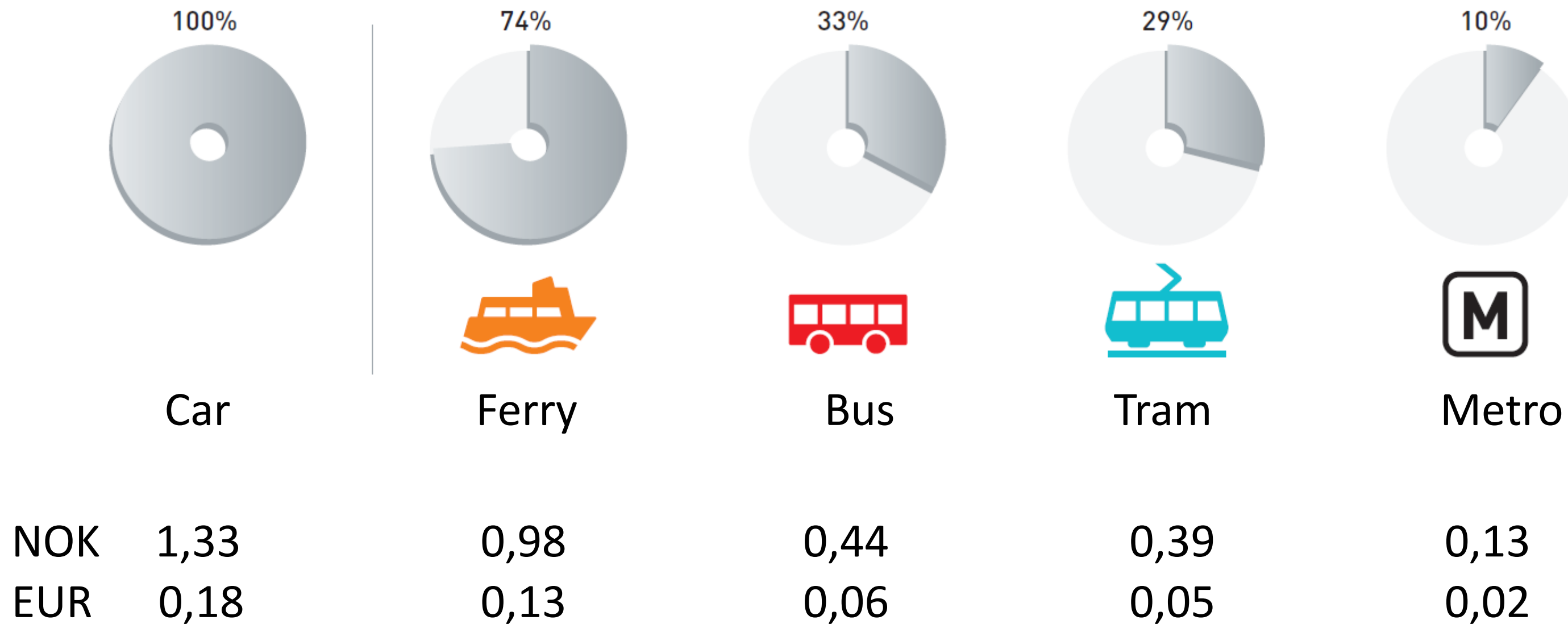
In addition Ruter produces environment efficient by:

- High share of electric rail traffic (55 %)
- Buses on biodiesel, biogas and bioetanol
- Buses on diesel electricity (hybrid buses)
- Gas ferries
- Buses on hydrogen from 2012



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# Public Transport is Environmental Friendly



In total PT is four times better than car use.

Costs 2009 including local and global emissions, noise, accidents and queuing.

# K2012 - Planning for the future

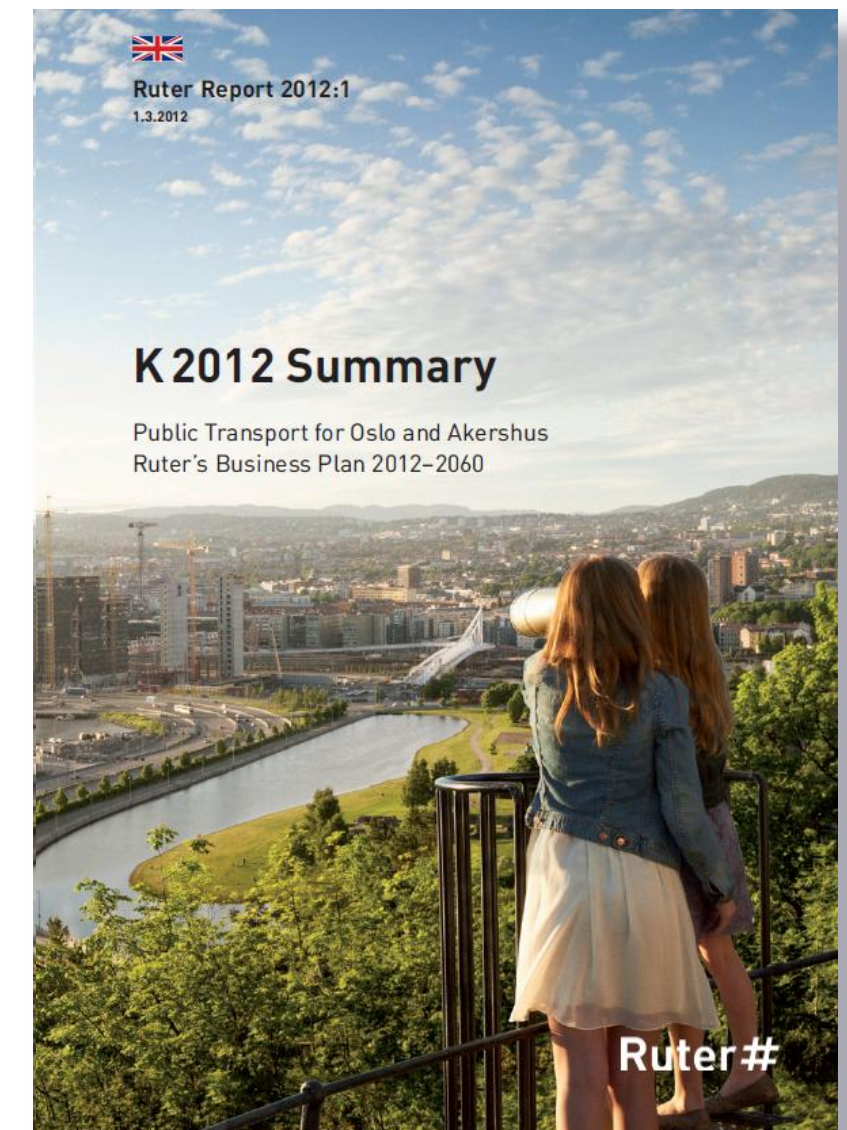
Ruter's Business Development Plan.

1. Perspectives towards 2060
2. Strategies towards 2030
3. Action Programme 2012-2015

Proposals to

- City of Oslo
- Akershus County
- National Authorities

Premises for planning and development in Ruter.



# Provide for growth in motorised transport by PT



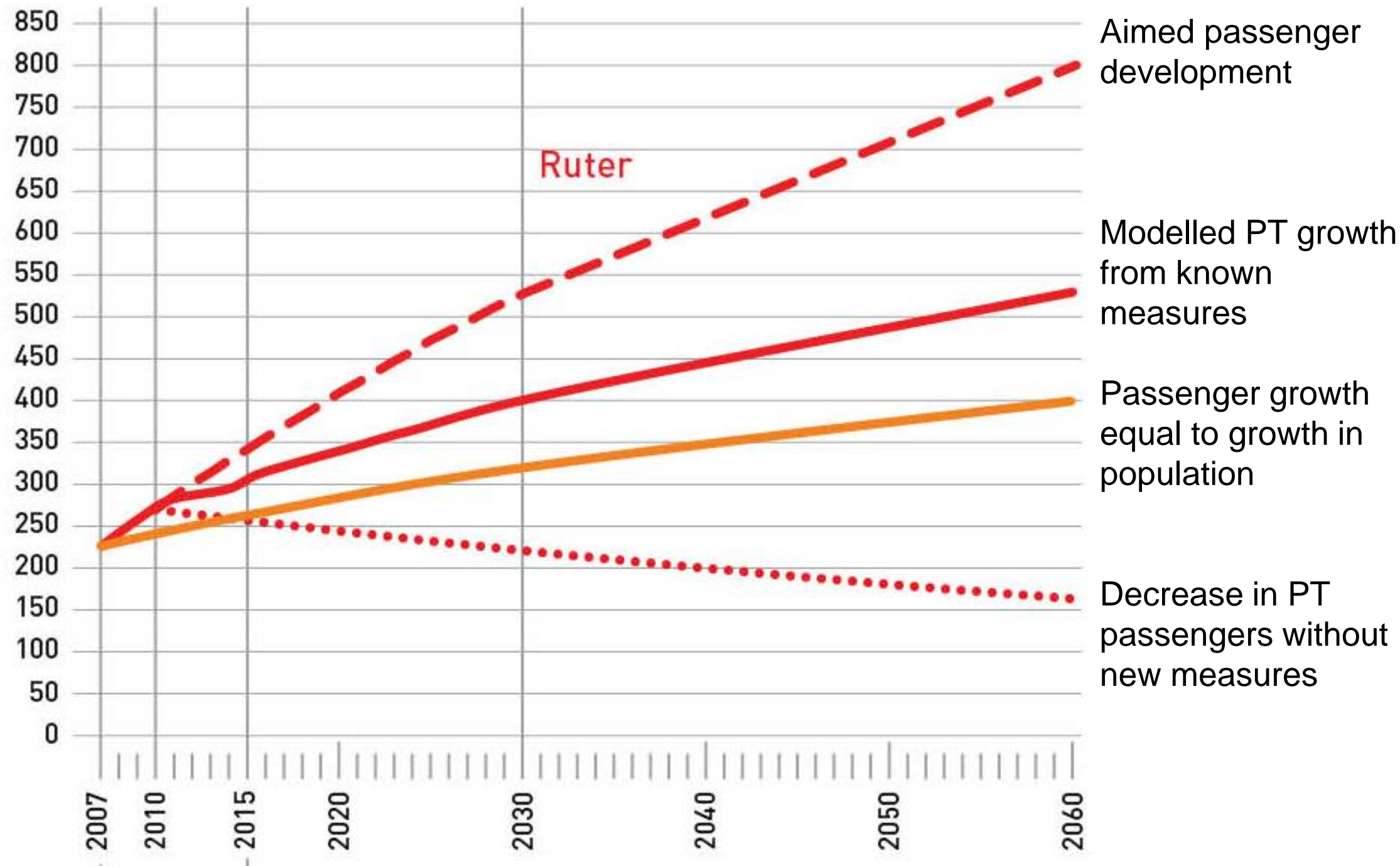
There is a broad political and administrative agreement that PT should take most of growth in motorised transport the years to come.

It is not at least important that National Road Authority officers are eager spokesmen for this ambitions.

And over the last years we have succeeded!

# PT growth in existing and new markets

Million boardings/year



**Net yearly increased production to meet market growth 2012-15:**

1 six-cars metro train

2 trams

10 city buses

15-20 regional buses

2 double suburban trains

# The next 300 000 and then the next million

10 000 years to reach the first million in the Oslo City Area.

The next million might come within 50-60 years.

Do we understand the implications and the necessary measures?



**Most important:**

Long term perspectives

PT oriented land use

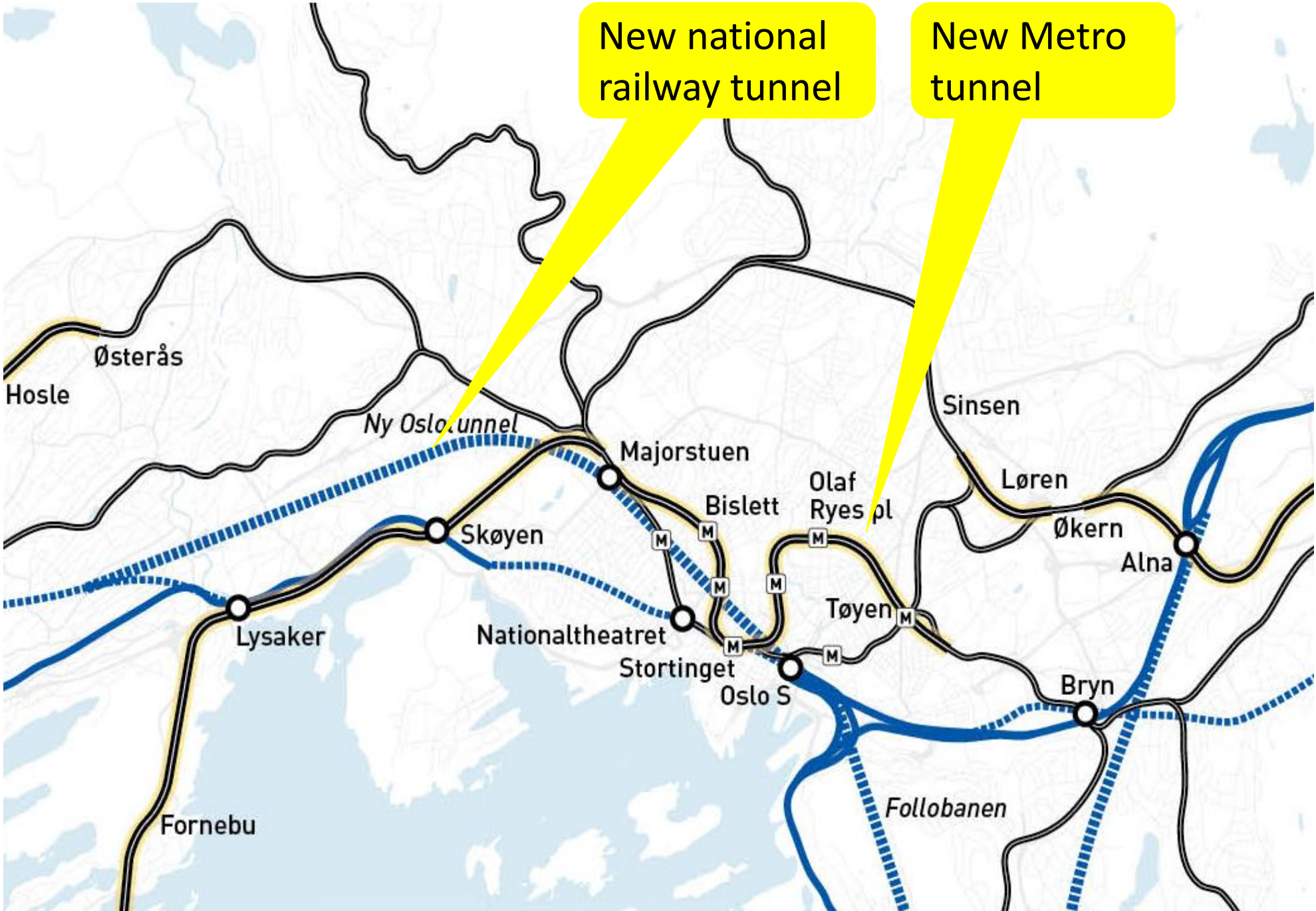
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**Main task: Strengthening trunk rail network by new city tunnels for railway and metro, linked together in efficient hubs**



# Strengthening trunk rail network by new city tunnels for railway and metro, linked together in efficient hubs

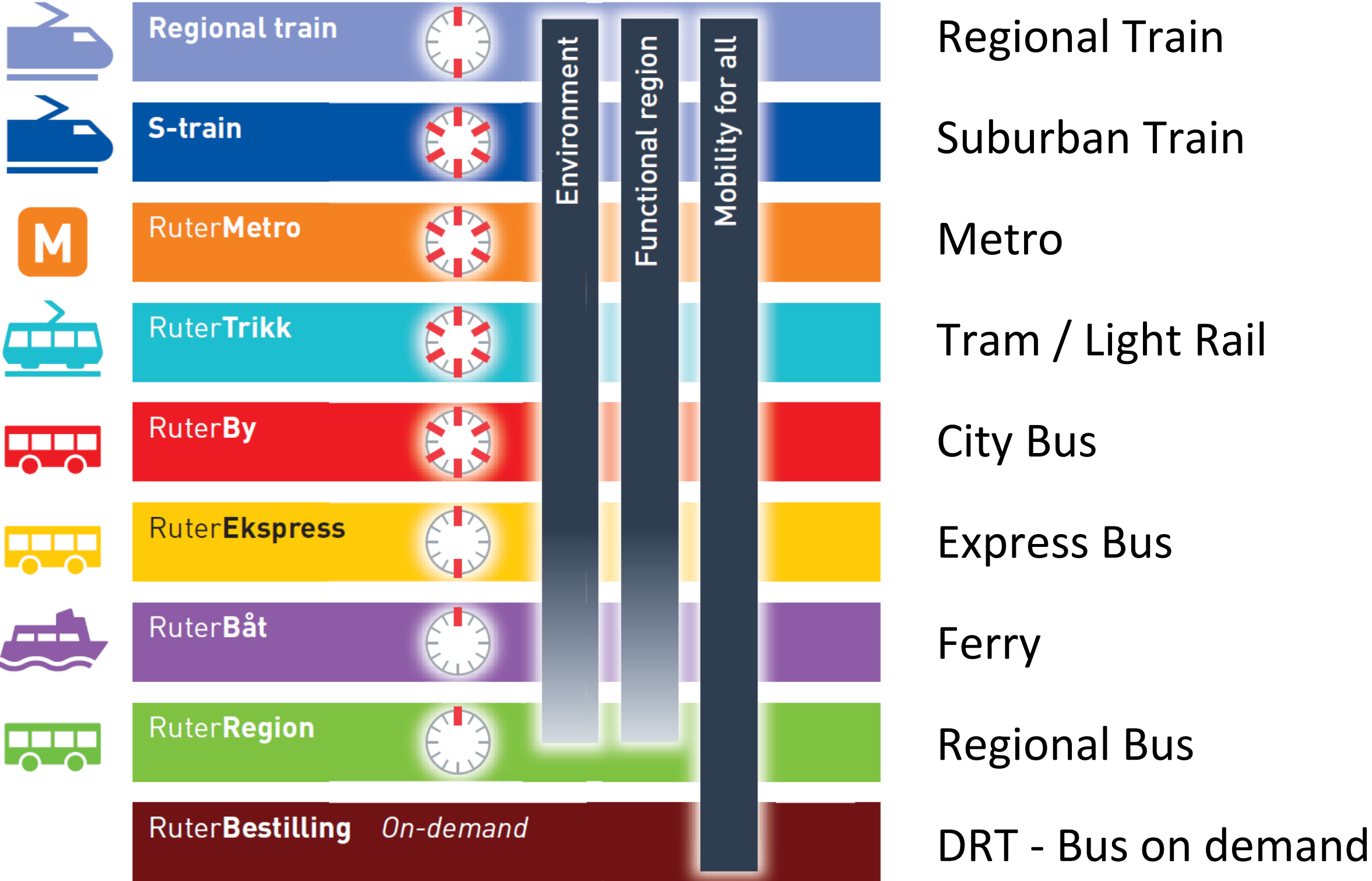


New metro tunnel might cost MNOK 10 000 (and railway tunnel perhaps more than twice as much).

New city metro tunnel gives together with other measures three times today's capacity

Net benefit/cost + 2.

# All modes playing together



**Thank You for Your Attention!**

