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

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

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

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

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

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

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

### FUNDING OF PUBLIC TRANSPORT IN 2004

For GVB (Amsterdam municipal transport company) only:

- Revenue from scheduled services EURO 116 million
- Revenues from contracts/government grants EURO 224 million

### SUPPLY/Demand Data 2004

<table>
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<tr>
<th>MANAGEMENT BODY</th>
<th>URBAN BUS</th>
<th>TRAMWAY</th>
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<tbody>
<tr>
<td>Urban Bus, Tram and Ferries</td>
<td>GVB (Amsterdam municipal transport company)</td>
<td>GVB (Amsterdam municipal transport company)</td>
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<tr>
<td>Metro</td>
<td>Heavy Rail</td>
<td>Regional Bus</td>
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### FARES IN 2005

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

**Prices:**

- Single ticket (2 strippen) € 1.60
- 8-strippenkaart € 6.40 (both sold only in vehicles) local daily pass € 6.40, national daily pass € 12.80 yearly pass pass € 30.75, € 202.65.

Children between 4 and 11 and OAPs benefit from a 34% price-reduction on the 15 strippen-kaart and the price of passes. Youngsters between 12 and 18 benefit from this reduction on passes only. There are also combinations with railway-passes, the price depends on the class (1st or 2nd) and the distance of the railway-journey. Average fares in 2005 have been raised by 2.6% (compared to 2004).

**Electronic ticketing** (see under current developments) will be introduced in 2006/07 and grants public transport authorities the responsibility for assessment of fare policy and the setting of fare levels.
Introduction of competition by public tendering: a new Act on public transport ("Public Transport Act 2000") rules that transport authorities review their relations with the transport operators by the handing out of concessions and by means of a public service contract, starting January 1st, 2002. By January 1, 2006 this Act states that 100% of the turnover of public (bus) transport outside the Greater Urban networks should have been based on a public service contract, conceded after competitive tendering. As per January 1, 2006 35% of the turnover of municipal transport companies should be based on contracts, granted after tendering and as per January 2007 this should be 100%. ROA has advocated that the legal obligation for Amsterdam should be effective no sooner than January 1st 2009 and preferably by the end of 2011. Parliament discussed for review of the Act in April 2005.

Public transport in the ROA Region is divided in four sub-regions. The following concessions are defined:
1. Amstelland-Meerlanden (operator Connexxion, contract ends December 2007);
2. Amsterdam (operator GVB, contract ends December 2005);
3. Waterland (operator Connexxion, concession ends December 2005);
4. Zaanstreek.
For the latter sub-region ROA granted a concession after a public tender to Connexxion in June 2004, (contract for 6 years 12 December 2004 – December 2010). (see www.roa.nl). The tender for the sub-region Waterland is now in progress, to be finalized by granting of the concession by June 2005.

- A tender procedure for the Amsterdam concession remains a fail safe-option. Only if incumbent GVB does not comply with the agreement on the new cost tarifs made in November 2004, resulting in a provisional basis for negotiation of a private contract (see item EMTA News 20), or in case GVB's final bid on a Schedule of Requirements for 2006-2011 falls short, ROA will prepare for a European tender. Tendering becomes mandatory in case the Ministry of Transport refuses to relieve ROA from the obligation to tender out by 2007.
- Still there is a controversy to overcome on the issue of putting the Amsterdam concession out to a tender. The majority of the Amsterdam City Council prefers to keep the GVB under municipal control and await the review of EU-Regulation on Passenger transport and the evaluation of the Public Transport Act 2000, which is foreseen in 2005. After discussion in parliament the Minister of Transport will decide on continuation of competitive tendering for concessions, that are now operated by municipal transport companies.

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

New metro line in Amsterdam
Work on the new North/South line of the Amsterdam metro has officially started on April 22, 2003. The line will run from Amsterdam-Noord, underneath the harbour and the historic city centre, to the railway station Zuid/WTC in the southern (business) district of the city. Since the Spring of 2004 the construction of the 6 new subway stations has started. The preliminary work is more or less completed. Start of operation is now foreseen in 2011. This subway link connects in 16 minutes the North-district (north of the JI-river) with the central urban areas in the southern district (Zuid/WTC-station). Investment: € 1.6 billion, the city contributes € 346 million, the amount to be financed after deduction of a lump sum-subsidy from the Ministry of Transport.

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

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

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

- On January 13, 2002 the trunkline of Zuidtangent was put into operation. This high-intensity bus connection southbound of the ROA-region has so far proved to be very successful. This east-west bus trunkline connects the City centre of Haarlem (on the west coast) with the second fastest growing economic area in the region, Hoofddorp, adjacent to the Schiphol Airport-area. From Schiphol eastbound this special fast bus-service runs to the transfer point of Bijlmer in the South-East of the Amsterdam urban area. Fast expansion of international business and employment (megastores and leisure activities) is in progress. Of a total of 41 kilometers on the present connection 25 kms consists of dedicated bus lane of bus way. Improvements are foreseen in the transit area of Haarlem (city centre), the passage in Amstelveen and an extension the to the new neighbourhood of IJburg (latest land reclaim, see above) is planned.
- On railways level a number of infrastructural expansions concerning this part of Randstad are on the verge of completion. By the end of 2006 the doubling of the heavy railway tracks from Utrecht to Amsterdam-South is completed, by which train connections from the south and east of the country to Amsterdam and Schiphol Airport will become increasingly direct, reliable and faster. Part of this big operation is the rebuilding of the Bijlmer train-station, situated next to a large fun area with megastores, shopping malls entertainment centre and cinema and the Amsterdam Arena Stadium, home to the Ajax soccer club.
In May 2007 the High Speed Alliance will start the operation of the Dutch High Speed Line service Amsterdam Central to Brussels and Paris. The construction of the tracks and stations is planned to be completed in April 2007.

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