

Editorial **Future themes for trams**

Feature 1: **New Promise of LRT Systems**

**Light Rail: Making Urban Transport More Attractive**

Pierre Laconte International Association of Public Transport (UITP)

Surface light rail has several attractive points as urban passenger transport, including ease of use for pedestrians, comfort, and reliability. This introductory article discusses urban passenger transport and surface light rail using examples of Manchester's *Metrolink* and Light Rail Transit (LRT) systems in other countries.

**When will Japan Choose Light Rail Transit?**

Kiyohito Utsunomiya The Bank of Japan

Interest in LRT systems as a viable urban transportation system has been growing worldwide since the late 20th century. Although Japan has no recently built LRT systems, some tramways have started introducing low-floor cars to improve barrier-free access and schedule speeds. The author compares tram systems in Japan with other countries.

**Manchester *Metrolink* Tram System**

William Tyson Greater Manchester Passenger Transport Executive (GMPTE)

Trams disappeared from Greater Manchester in 1951, but returned again in 1992 as the UK's first modern light rail system. The city converted two existing heavy railways to light rail to offer better direct access to the city centre. The author discusses development of the system, its successes, and future expansion plans.

**Strategic Justification of Three Existing Modes of Transportation in Rouen**

Raymond Hue Rouen Public Transport Company (TCAR)

The *Métrobus* urban transport network in Rouen consists of two north-south light subway lines, three east-west tired guideway (TVR) lines called TEOR, and a feeder bus network, serving areas not covered by the other two modes. The head of TCAR outlines *Métrobus* and discusses the synergy between the three modes as well as the reasons for choosing them.

**Izmir Metro: Story of a Successful Engineering Project**

Emre Aykar Yapi Merkezi Construction & Industry Inc.

The Izmir Transportation Master Plan is based around a 43-km light rail system to be implemented in four stages. The Yapi Merkezi-AdTranz Consortium won the bidding to build the entire Izmir Light Rail System (Metro) and completed the first 11.5-km stage opened in May 2000. The author describes the civil works, construction and rolling stock specifications, and financing of the Izmir Metro.

**Trams Making Way for Light Rail Transit**

Shigenori Hattori Nagoya/Boston Museum of Art

The author discusses modernization of LRT rolling stock, tracks and operations in Japan from technical viewpoints. For example low-floor light-rail cars using new technologies can raise schedule speeds by facilitating quicker boarding and exiting. Track modernization and integration with heavy rail allows through operations so passengers from the suburbs can travel into the city centre without changing trains. Many operators are trying to increase schedule speeds and keep on timetable by modernizing operations using new technologies such as wireless transmissions, global positioning and priority switching at traffic lights.

Feature 2: **Railway Fare System (part 2)**

**Fares and Fares Regulation on Britain's Railways**

Mark Smith Strategic Rail Authority (SRA)

After the old British Rail was divided into a single infrastructure owner and a host of other franchised operators (TOCs), the various TOCs were required to offer a coherent national service with integrated fare, ticketing and enquiries systems. The author describes how this was achieved and subsequent developments for the future.

**PEP—A Yield-Management Scheme for Rail Passenger Fares in Germany**

Heike Link German Institute for Economic Research

Deutsche Bahn AG (DB AG) introduced a new yield-management scheme fare system called PEP for long-distance passenger transport in 2002. The authors analyzes the PEP system, its impact on DB AG, the problems leading to its subsequent amendment in 2003, and details of the changes.

**Another Perspective  
Cherry Blossoms in Big Apple Part 1—Past to Present**

John Tedford Japan Railways Group New York Office

The author, who has worked for the JR group in New York for more than two decades, talks about international exchanges between Japan and New York from the mid-19th century when the first official Japanese delegation to the US ended its national tour in the city. In part 1 of this 2-part article, he describes prewar and postwar Japanese 'New Yorkers' and the Japanese business invasion in the 1980s when many businessmen and their families were posted to the Big Apple.

**Japanese Railway Operators 12  
Southern and Eastern Kinki Region**

Masafumi Miki Associate Professor, Nara University

This twelfth article in the series describes railways in southern and eastern Kinki—the Kansai and Kisei main lines operated jointly by JR Central and JR West; JR West's Hanwa Line and other branch lines, as well as lines of other private railways, including Kintetsu, Nankai, etc.

Topics **August to October 2003**

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Southern Half of Kyushu Shinkansen Opens**