



# Tram de Liège



**WELCOME**

**WELCOME IN LIÈGE**

**WELCOME IN THE TRAMWAY OPERATION BUILDING IN BRESSOUX**



## TEC STAFF

- **CHRISTOPHE BERTHO** – Technical executive director
- **OLIVIER VANDEN PERRE** – Project Manager, in charge of organizing TEC to the operation of the tram and the reorganization of the bus network



1. **Description of the tram system**
2. **Let's turn back the clock**
3. **3P Contract**
4. **Organization of the program**
5. **Transfer of installation**
6. **Line extension cancellation**
7. **Reorganization of the bus network**



# **1. Description of the tram system**

11,7 km

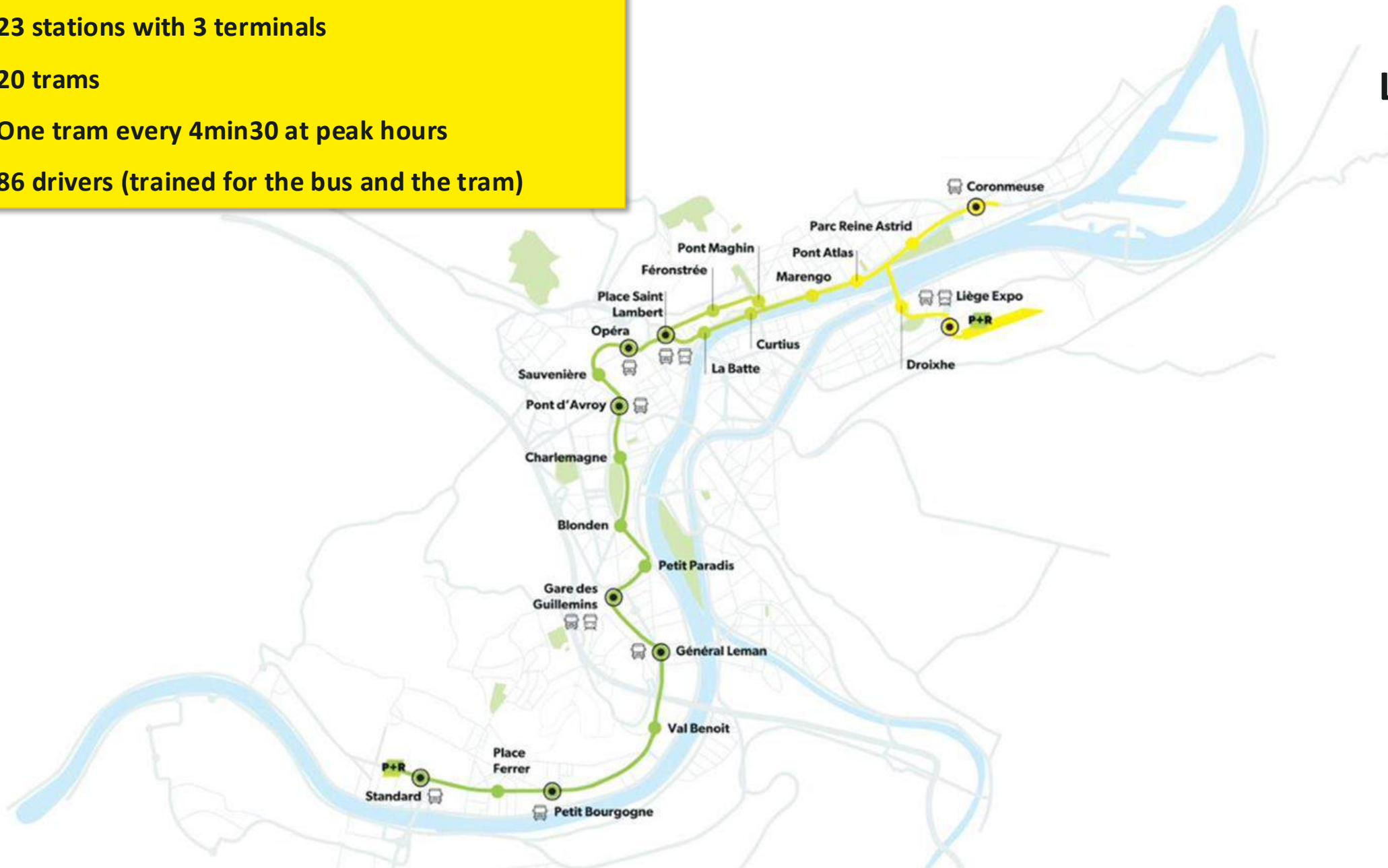
23 stations with 3 terminals

20 trams

One tram every 4min30 at peak hours

86 drivers (trained for the bus and the tram)

## Line lay out







## BRAND AND MODEL: CAF URBOS 100

**Length :** 45 m

**Width :** 2,65 m

**Track:** 1,435 m

**Height :** 3,65 m

**Max speed:** 70 km/h

**Power :** 1100 HP

**Weight (empty):** 61 000 kg

**Weight (full) (4 pas. / m<sup>2</sup>) :** 83 000 kg

**Passenger capacity (4 pers. / m<sup>2</sup>) :** 310 passengers



## **2. Let's turn back the clock!**



## 2007- WHAT TRANSPORT SYSTEM WILL MEET FUTURE NEEDS ?

- **OTW (Opérateur de Transport de Wallonie)** commissioned by the Walloon Government to conduct a comparative study of public transport modes for Liège area.
- **Study showed that the tramway was the best choice** to tackle the challenges of the mobility in Liège
  - constant growth in the number of passengers
  - environmental constraints
  - urban development,
  - credible alternatives to the car, etc.
- **Choice supported by the Conference of Mayors of the Liège Metropolitan Area**

## 2008 – GO FOR THE TRAM IN LIÈGE!

 Decision to build a tramway line between Jemeppe and Herstal taken by the Walloon Government (17,5 km)

- **3P DBFM** (Design Build Finance Maintain) contract chosen to spread the debt of the investment on 30 years.
- **Transfer of construction (DB) and availability (M)** risk to private partner for 30 years of operation.
- **Operation by OTW.**
- **OTW tasked with initiating this partnership**



## 2009 – ON THE WAY TO THE 3P CONTRACT.

- ▀ **Ville de Liège creates a “Tram back in Liège”** unit to monitor the project and redefine the public space crossed by the tram.
- ▀ **On Feb 10, first draft plans and schedules unveiled**
  - Start of work 2012
  - Operation as per June 2017 (before the date of the international exhibition for which Liège was a candidate)

## 2011 – SCLESSIN – CORONMEUSE ROUTE IS CHOSEN.

- ▀ **October:** political agreement on the detailed route of the tram – Depot located in Bressoux
- ▀ **Launch of technical studies and administrative procedures**

## 2012 – LAUNCH OF STUDIES AND LEGAL PROCEDURES

-  **Impact assessment shows, among other:**
  - Positive impact on air quality
  - Positive impact on urban landscape
  - Minimal impact on biological environment
  
-  **Launch of tender for the 3P contract**

## 2014-2015 – PERMIT GRANTED AND (INITIAL) SELECTION OF BIDDER

### Two important milestones reached:

- Permit granted, free on any appeal
- Bidder selected: MobiLiège (Alstom Transport + BAM)
- Application rejected by Eurostat (European body responsible for monitoring local government accounting standards) because of new accounting rules ([ESA 2010](#) applied es per September 2014)

## 2014 TO 2016 – PRELIMINARY WORK

- ▮ Before building the tram line, some improvements were needed.
- ▮ Works were carried out to relocate various utilities pipes and cables

## 2017 – PERMIT EXTENDED

- ▮ Permit extended to 2022
- ▮ New bids for the 3P contract received by OTW



## 2018 – NEW BIDDER CHOSEN

- After a new purchase procedure, a new bidder is chosen : Tram'Ardent (CAF and Colas)

## 2019 – WHAT A YEAR!

- **January:** signing of 3P contract between OTW and Tram'Ardent
- **April:** public information session open to all Liège residents
- **June:** works are beginning
- **September:** presentation of a full-scale tram model (3/7 wagons) to the TEC staff first and during 10 days to the public in the city centre



## **2. 3P Contract**

- **Contract** between Wallonia and Tram'Ardent
- **Signed in 2019**, duration for 33 years
- Date of **availability** of system: **28 apr 2025** (start of operation)
- **DBFM contract** ( = Design, Build, Finance, Maintain) :
  - DBFM: Tram'ardent
  - Operation : TEC
- TEC pays a **quarterly fee** to Tram'Ardent
- **Fee subject to** reductions if quality or availability standards (defined by the contract) are not met.



### CONTRAT PPP

22 janvier 2019

entre

**l'Opérateur de Transport de Wallonie**

– en tant que Donneur d'Ordre –

et

**TRAM'ARDENT**

– en tant que Prestataire –

en présence de

**La Région wallonne**

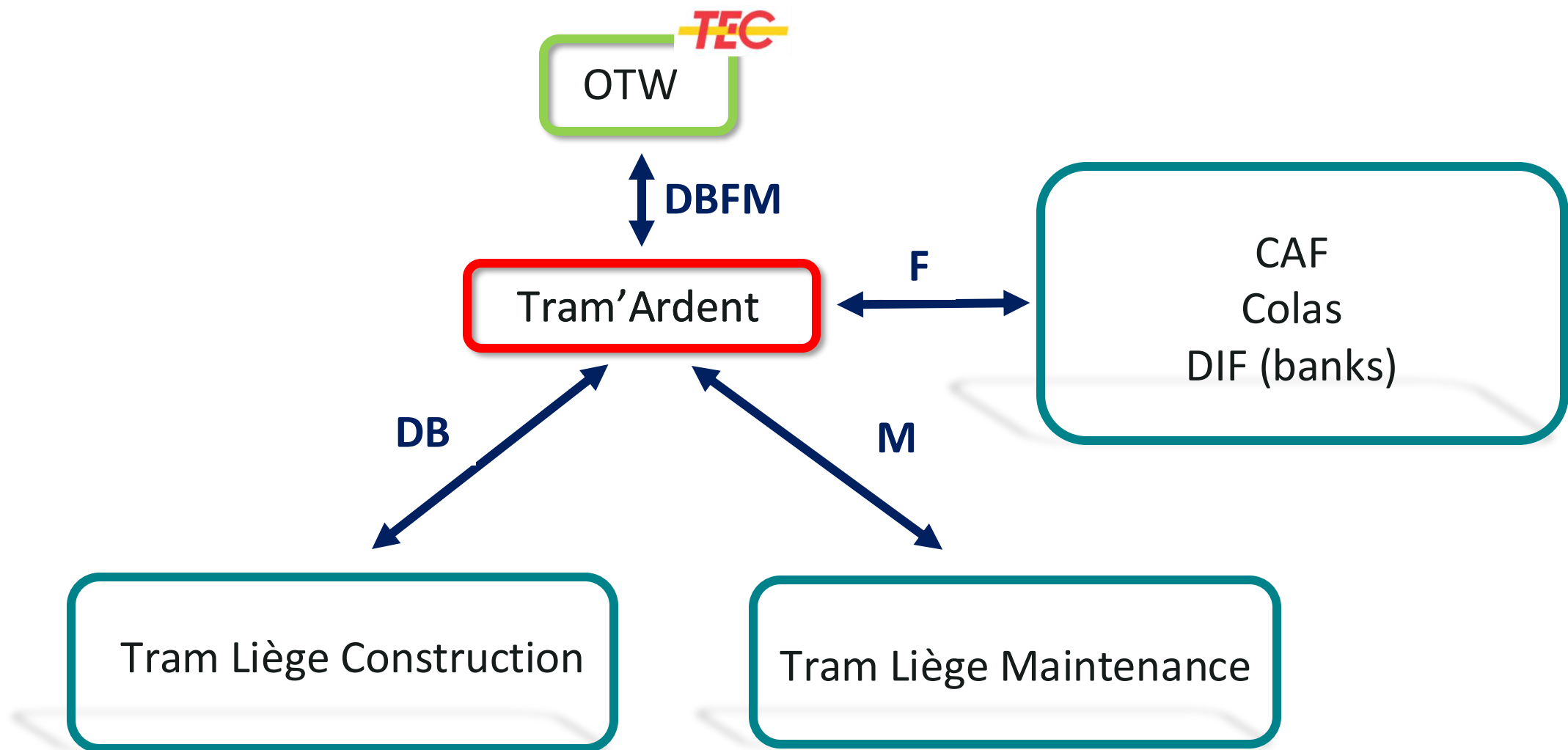
– en tant que Caution –

TRAM'ARDENT

TEC

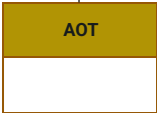
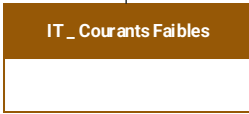
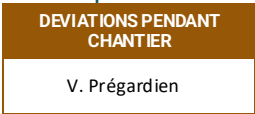
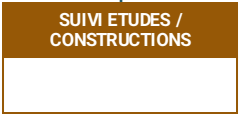
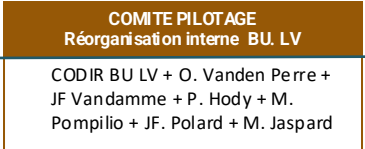


# STAKEHOLDERS





## **3. Organization of program**



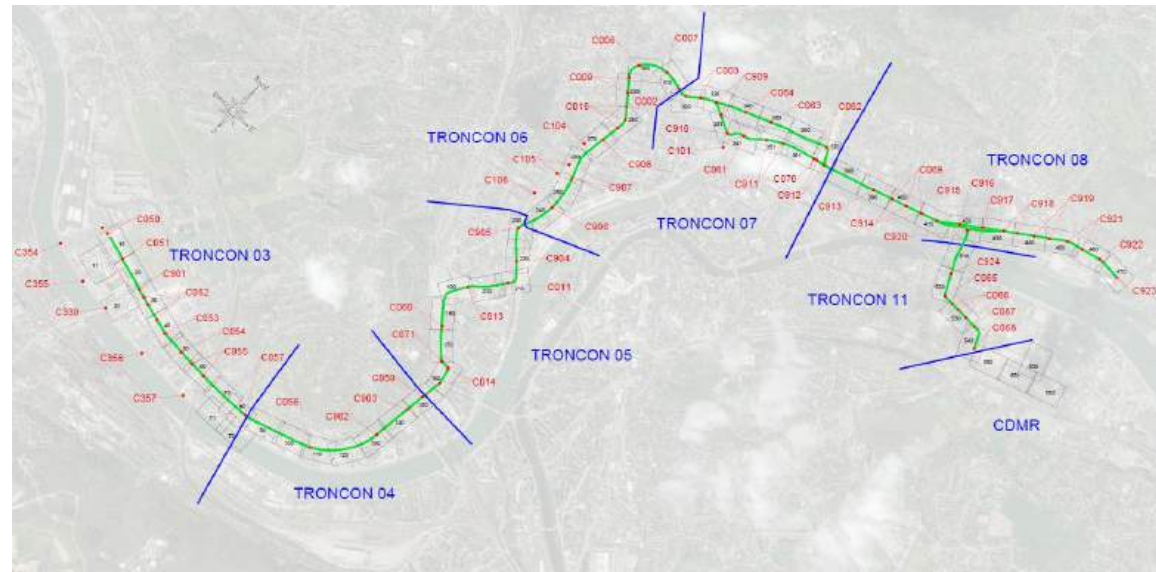


## **5. Transfer of installations outside the configuration**



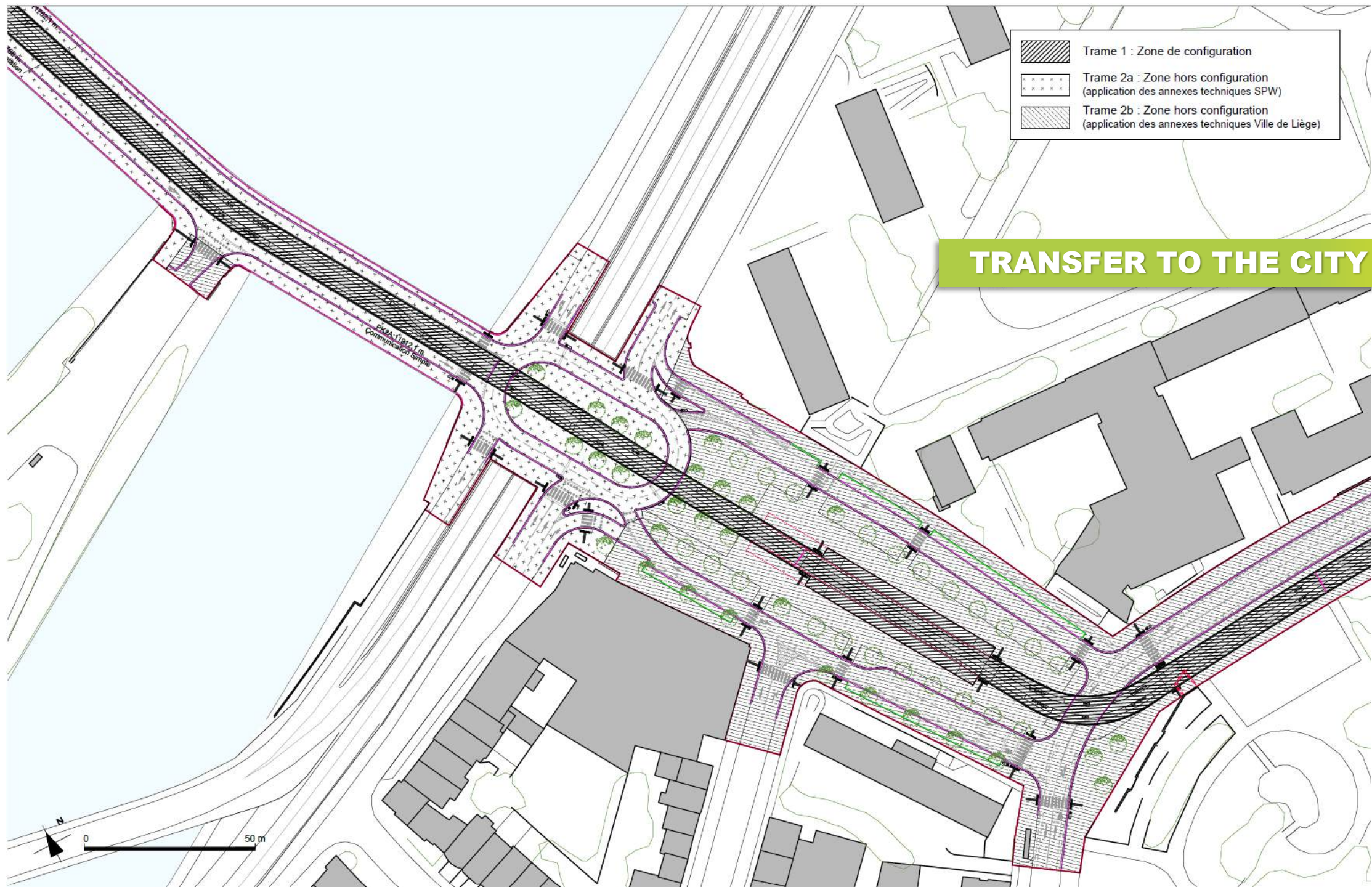
## 50 M€ INVESTMENTS TRANSFER TO THE CITY

- **Some investment were needed** to build the tram line even though they are not directly needed to operate the tram: pavement, street, crossing with traffic lights....
- **Project is divided in two :**
  - Configuration: tram line
  - Outside configuration: zone outside the tram line:
- **After the acceptance of the work** – Transfer to the city or the regional public authorities



- Trame 1 : Zone de configuration
- Trame 2a : Zone hors configuration (application des annexes techniques SPW)
- Trame 2b : Zone hors configuration (application des annexes techniques Ville de Liège)

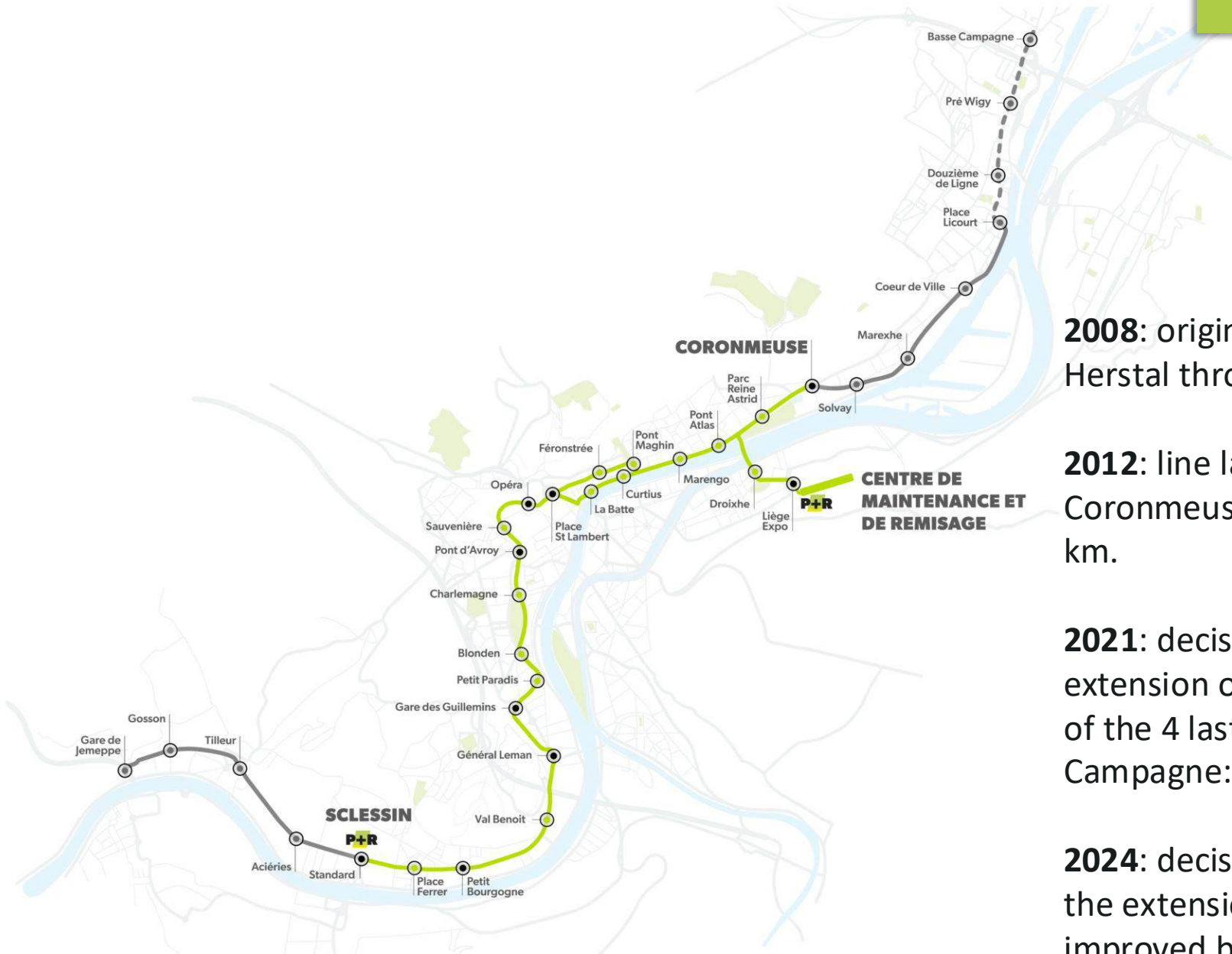
TRANSFER TO THE CITY AND SPW





## **6. Line extension cancelation**





**2008:** original projet : line linking Jemeppe and Herstal through the city centre – approx 17,5 km.

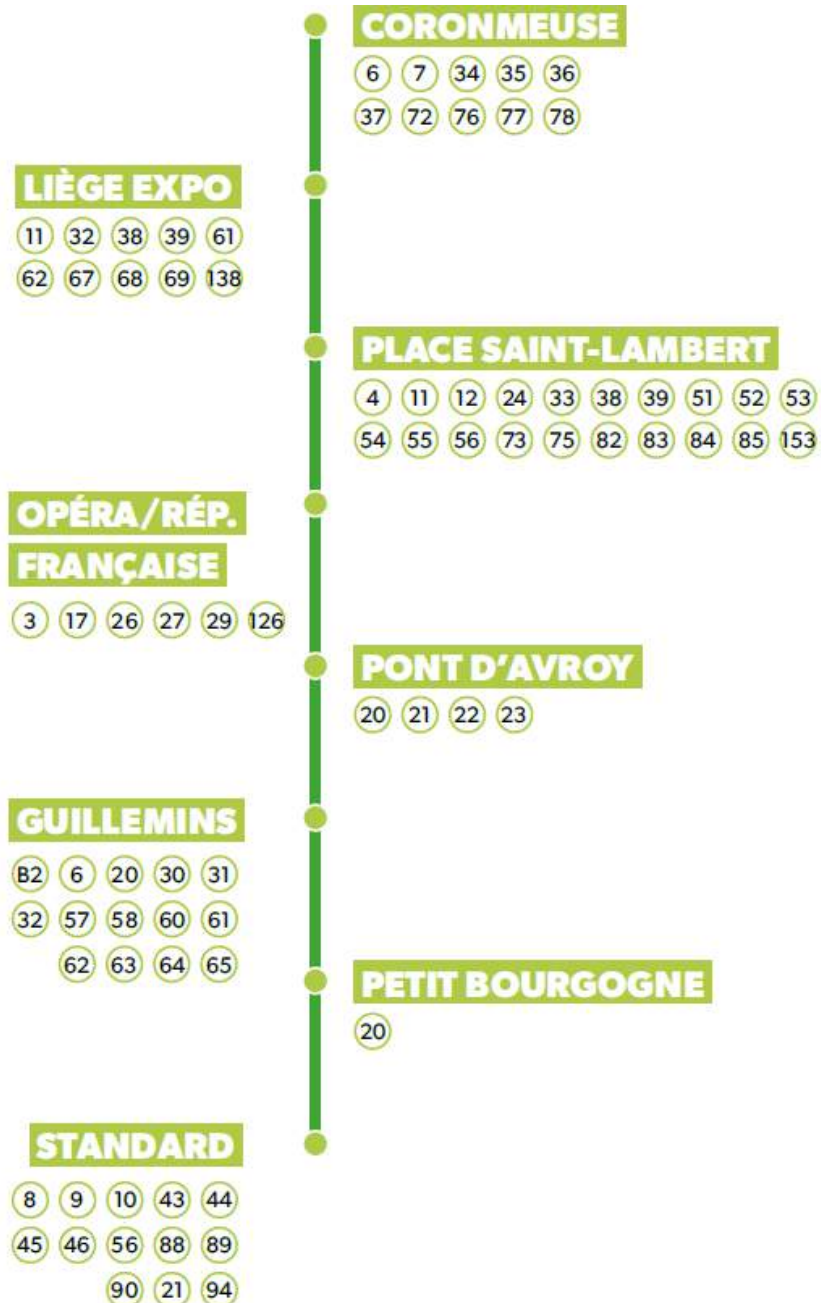
**2012:** line lay out reduced to Sclessin – Coronmeuse with branch to Bressoux - approx 12 km.

**2021:** decision of the government to finance the extension of the line as per original project + study of the 4 last stations (Place Licourt to Basse Campagne: total: 19,5 km).

**2024:** decision of the (new) government to cancel the extension of the tram line and to replace it by improved bus lines.



## **7. Reorganization of the bus network**

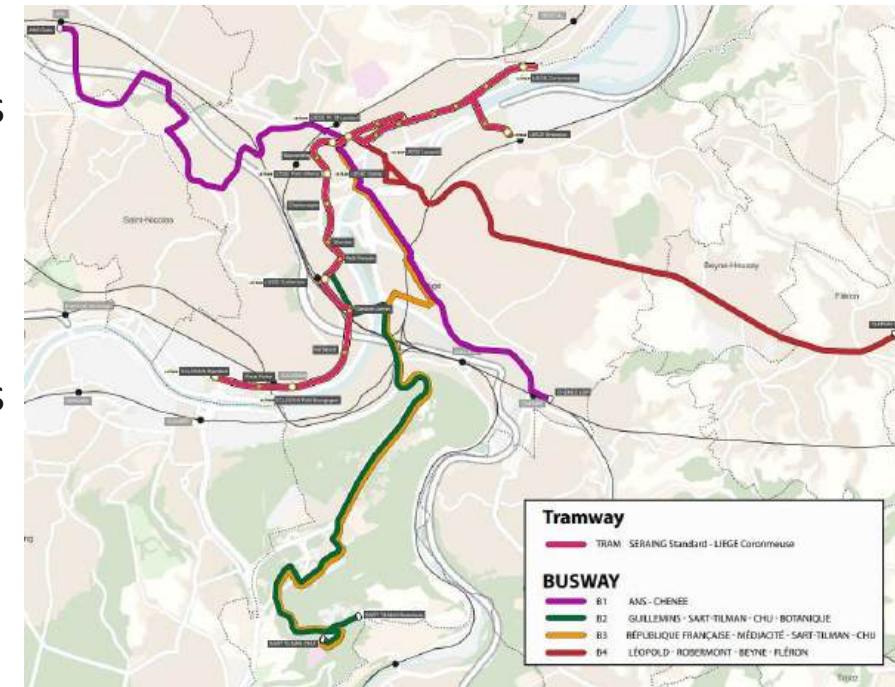


## 8 MAIN CONNECTION HUBS

## 4 SECONDARY CONNECTION HUBS

1. Droixhe : 11, 39
2. Pont Maghin : 6
3. Blonden : 32, 60, 61, 62
4. Petit Paradis : 32, 60, 61, 62  
 ( Général Lemman : B2, 6, 30, 31, 58, 63, 64, 65)

## Busses around the tram



### TRAM Line

- Stops only at stations (traffic light signaling which prioritizes the tram at road crossings, +/- 90% of dedicated site)
- Stops at all stations
- No ticket purchase on board and boarding/disembarking through all doors

### 4 lignes BUSWAY

- With direct connection to the tram line
- Maximizing commercial speed (through road improvement)
- Stops at all stations
- No ticket purchase on board and boarding/disembarking through all doors
- High carrying capacity

### 9 lignes CONNECT

- With direct connection to the tram line or the Busways
- Direct route between the densely populated areas of Liège and its metropolitan area or areas of high attractiveness
- Double length busses

### 45 URBAN lines

- Local service to connect neighborhoods with each other and nearby peripheral districts.

### 29 LONG DISTANCE lines

- “Long-distance” service to remote peripheral districts and connecting them to the center of Liège .





## **8. Question time**