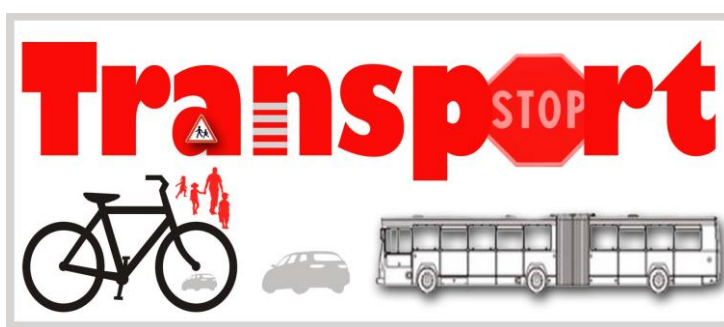


Luxembourg II mobility plan - definitive version for rentrée 2012



This note presents information about the mobility plan as now finalised for implementation in September 2012. This version of the mobility plan has been developed by the Luxembourg II School Director Mr.deTournemire, the President of the Parents' Association (APEEE) Mr.Dennis, the President of the Transport Association (ATSEE) Mr.Blommaerts, in collaboration with representatives of the Transport Division of the Luxembourg Ministry for Sustainable Development and Infrastructure (MDDI), the Heads of Administration of the EU institutions in Luxembourg (CALUX), the Commission Directorate for Human Resources in Brussels (DG HR), the Coordination Committee of the Luxembourg Ministry of Foreign Affairs (COCO) and other actors.

Given the applicable constraints, this plan is an attempt to offer the most comprehensive solution possible to the problem facing EU officials and other parents of how to organise the safe transport of their children to school, whilst minimising the disruption to their busy professional and private lives – and thereby contributing to the good functioning of the EU institutions. The plan promotes the use of public transport and encourages the use of other sustainable means of transport. Every effort has been made to respond to the needs identified in the consultative stages. With the support of parents, this mobility plan is considered to offer a workable solution. It will be evaluated after its implementation, and lessons learned will help improve subsequent versions. This note does not review all the different steps in the elaboration of this mobility plan. Readers interested in the history of its development are referred to the archive trail on the APEEE website (<http://www.apeee.lu/WorkingGroups/CommonAdministrativeMatters/Transport.aspx>).

This note covers the following areas:

1. ATSEE bus routes and stops. The final version for the rentrée. Main changes from version published at the open day 30 June 2012. How lines and stops are chosen.
2. Navette service. The final version for the rentrée. Reasons for changes from version published at the open day 30 June 2012.
3. Reminder about public bus solutions (VdL, RGTR, CFL, Communal buses, MDDI school buses).
4. Some possible combined transport solutions.
5. Supervision and safety arrangements whilst waiting for buses, during bus journeys, and on arrival at school. Corresponding arrangements for the return journey. Who is responsible for what?
6. How to inscribe to the ATSEE bus and navette service. Annual subscription cost.
7. Other issues. Lost property. Accidents. Communication in the event of bus delays/cancellations.
8. Reminder about train solution.
9. Practical advice for cyclists and pedestrians.
10. Practical advice for motorists. Use of kiss-and-go zones. Car pooling.
11. How does the mobility plan for Lux.2 compare to Lux.1?
12. Ex post evaluation. How to suggest improvements for future versions of the mobility plan.

1. ATSEE bus routes and stops. The final version for the rentrée. Main changes from the version published at the open day 30 June 2012. How lines and stops are chosen.

The list of ATSEE bus routes and stops which will apply for the September 2012 rentrée is presented in **Appendix I**. This information is available on the ATSEE website www.atsee.lu/home2.htm and is also published on the APEEE website www.apeee.lu and on the school website http://www.eursc-mamer.lu/en/mobility_plan.php.

The main changes to the list of bus lines and stops since the version published at the 30 June open day concern the line 79 (Mersch) where a stop is added in Helmsange; line 64 (Bascharage) where a stop is added in Bettange/Mess; new line 83 (Bettembourg-Dudelange-Kayl-Schifflange-Mondercange); new line 84 (Strassen).

The choice of bus routes and bus stops is a complex logistical exercise involving multiple factors. Information about this process was provided to APEEE members in AdParentes magazine no.3 2011/12 (February) which is available for download from the APEEE website and that information is reproduced as **Appendix II**.

2. Navette service. The final version for the rentrée. Reasons for changes from the version published at the open day 30 June 2012.

The navettes concept is a complex service with several elements, but should not be seen as a luxury service. The justification for proposing this approach is to provide a solution for families with younger children, allowing them to use a safe transport to the new school. This will have important

consequences for the good functioning of the EU institutions on Kirchberg (also in Gasperich and the city centre).

Time saving. It is only by installing a system which parents of young children can have confidence in, that will allow them to avoid having to accompany their children either direct to Mamer (private car) or indirectly via alternative transport options (public transport). If created, parents will consequently be able to respect core working hours and be present and productive at work. In the absence of such a system, they will be unable to simultaneously respect work obligations and parental obligations, or will have to incur significant additional costs to do so.

Child safety and comfort. The selected collection points need adequate shelter from the weather (young children cannot be expected to wait outside especially during the winter season) and from the risk of road accidents. These shelters have to be sufficiently close to, and in direct line of sight of, the place where the navette will stop. There must be adequate car parking space for parents to leave their vehicles without creating problems for other road users. In the mornings there should be suitable adult supervision of the children waiting for the navette and safe transfer onto the navette. There should be adult supervision throughout the navette journey, which should follow a direct route or have at most one stop along the route. On arrival at the school in Mamer there should be adequate supervision to accompany the young children safely into the Primary and Nursery school buildings. For the return trip at the end of the school day a similar system should operate in reverse.

ATSEE will arrange supervision on the navettes. In the mornings, the supervisors will accompany children into the classrooms, and for the return trip they will accompany children into the Lux.1 school (to await arrival of parents). In Mamer the school administration will arrange additional supervision at the bus platforms in the mornings and again for the departure of navettes on the return trip, and will assist the transfer of young children to/from their classrooms.

For navettes starting from/returning to destinations other than the Lux.1 school, the supervision has to be arranged separately. Firstly a suitable space has to be identified, either (1) for parents to wait with their children in the morning/for their children at the end of the school day: this could be in cars in a car park or as pedestrians somewhere in a building, but clearly there could be only limited timesaving under this approach - or (2) for parents to leave their children in a dedicated area under the guardianship of a nominated supervisor in the mornings, and collect them from this location at the end of the school day. Any such waiting facility is intended to be temporary: it is not intended to be a childcare facility to rival the full service operated by CPE.

Not all the buildings of the EU institutions on Kirchberg or in Gasperich (Cloche d'Or) or in the city centre (Gare) will be able to satisfy these conditions. By contrast, for those locations where a solution can be found, it would be logical to allow the possibility. Following a consultation with the administrations, the following locations have been identified and adopted for the rentrée 2012:

1. **Eurostat** (bâtiment BECH): first EU building after the motorway exit/entrance to the Kirchberg plateau (East). Waiting area adjacent to ground floor reception; bus stop rue Alphonse Weicker; dedicated car parking underground. May also be suitable for ECJ staff (GEOS and ALLEGRO buildings) and by others. This navette will pass by CDCE (rue Erasme) before continuing to Mamer.

2. **Investment bank** (FEI building): first EU building after the red bridge onto the Kirchberg plateau (West). Waiting area adjacent to main reception; bus stop on BEI campus; dedicated car parking underground. May also be suitable for ECJ staff at PALAIS building and BAT-T building and Commission staff at JMO. This navette will pass by Strassen Mairie (GD Charlotte) before continuing on to Mamer.

3. **OPOCE** (rue Mercier, Gare): waiting area adjacent to main reception; bus parking space opposite the front door; dedicated car parking nearby and public car parking in front.

4. **Cloche d'Or: Drosbach**. No space in building: parents and children should wait in their cars for the navette to arrive; bus will enter the campus. May be suitable for Cat.2+3 families from South and staff of other institutions in Gasperich. This means: **OPOCE** and **Commission** (EUFO, HITEC) and **Parliament** (GOL).

5. **European School Lux.1** (Blvd. Adenauer): morning departure from bus platforms rue Leon Hengen (parents and children should wait in their cars for the navette to arrive), afternoon collection from room in Lux.1 school (room details to be confirmed by Lux.1 school in August). The first navette will not leave before 8.00 am; the last navette will leave at 8.10 am.

Cat.2+3 families from North and East and staff from all other EU locations wishing to use the navette service should use the European School Luxembourg I. This means: **Parliament** (KAD rue Alcide de Gasperi, SCH avenue JF Kennedy, TOA/TOB avenue JF Kennedy); **Court of Justice** (PALAIS+annexes rue Hammes, BAT-T blvd Adenauer, GEOS rue Steichen) and Civil Service Tribunal (ALLEGRO avenue JF Kennedy); **Investment Bank** (HAMM rue Bitbourg); **Court of Auditors** (rue Erasme).

3. Reminder about public bus solutions (VdL, RGTR, CFL, Communal buses, MDDI school buses).

In addition to the ATSEE buses and navettes, there are other bus solutions which could potentially be suitable for travel to/from the new school site. These include:

- (a) VdL line no.8 (Gare Centrale-Bertrange Wassertuerm). This line passes through Hamilius, Belair, Merl, Val Ste.Croix and various stops in Strassen up to the Belle Etoile shopping centre - and will be extended onto the school site. The precise date from when this extension will operate is not yet known.
- (b) RGTR line no.222 (Kirchberg Hôpital-Steinfort). This line passes through the town centre and along the Route d'Arlon through Strassen, Mamer and Capellen - and will be extended onto the school site in the mornings and at the end of the school day.
- (c) The following RGTR lines also pass close to the new school: 218 (Luxembourg-Messancy), 240 (Luxembourg-Clemency), 248 (Luxembourg-Eischen), 250 (Luxembourg-Redange), 255 (Luxembourg-Septfontaines), 260 (Luxembourg-Keispelt). These will also be extended onto the school site in the mornings and at the end of the school day.

- (d) MDDI school bus lines serving the Lycée Josy Barthel: no.337 (Brouch-Koerich-Mamer), no.338 (Greisch-Tuntange-Mamer), no.340 (Mersch-Kehlen-Mamer), no.341 (Limpach-Reckange-Mamer), no.342 (Bascharage-Schouweiler-Mamer), no.344 (Clemency-Mamer), no.982 (Luxembourg Gare-Mamer). These buses will not be suitable for all children as the Lycée Josy Barthel opens around 30 minutes earlier than the European School, and also ends at different times.

Full information about the foregoing transport solutions is available on the www.mobiliteit.lu website.

- (e) The Strassen and Bertrange communes jointly operate a minibus service for local residents "deBUS" which passes close to the new school (Domaine Schwall). The Strassen route mainly serves the industrial zone but the Bertrange route covers residential zones. For Strassen users wishing to travel along the Bertrange route a change at the Train stop would be necessary. Full information is available on the commune websites.
- (f) Mamer commune operate 5 bus lines "Mamer/Edemer", "Dangé-St.Romain", "Capellen/Edemer", "Capellen/Rte d'Arlon" and "Holzem" towards the Kinneksbond primary school (see details in the "Schoulbuet" brochure on the commune website www.mamerschoulen.lu), however the routes do not include the European School and the timings do not match the European School opening hours. The Mamer commune has indicated that it does not currently plan to make specific arrangements for transporting children of families resident in the commune to the European School. For secondary pupils, MDDI organise various lines towards the Lycée Josy Barthel, but there is no specific proposal towards the Lux.2 school. There is no MDDI bus line from Mamer to Limpertsberg and Geesseknäppchen. Two possible bus routes offering similar connectivity towards the new school have been drafted (Mamer-Capellen and Mamer-Holzem), but in the absence of financing agreement from the commune, these cannot yet be implemented.
- (g) Bertrange commune already operate 2 lines "Tossenbergr" and "Helfent" towards the Centre Atert primary school (see details in the "Rentrée Scolaire" brochure on the commune website <http://www.bertrange.lu/la-mairie/bulletins-communaux/bulletins-communaux-2004.html>), but the route does not include the European School and the timings do not match the opening hours of the European School. Bertrange commune has not yet indicated whether it will operate dedicated school bus services for nursery and primary children towards the new school. For secondary pupils, MDDI organise a bus line to Limpertsberg and Geesseknäppchen (no.225). Based partly on these routes, ATSEE line no.72 (Belair-Merl-Bertrange) offers similar connectivity towards the new school.
- (h) Strassen commune operate a bus service towards the Hueflach primary school (3 lines "Kiem", "Follereau" and "Pescher": see information available on the commune website <http://www.strassen.lu/mobilite-dans-la-commune/circuler-en-bus>). This school is near to the Mairie - however the timings do not coincide with buses and navettes to the Lux.2 school which include a stop at the Mairie (Gr.D.Charlotte). As the Lux.2 school is not on their territory, it is not anticipated that Strassen commune will organise transport to the Lux.2 school for primary pupils. For secondary students, MDDI organise a bus line to Limpertsberg and Geesseknäppchen

(no.233). Based on these routes, ATSEE line no.84 (Strassen) will offer similar connectivity towards the new school.

- (i) Some ATSEE bus lines to the Lux.1 school on Kirchberg will pass by the Lux.2 school in Mamer - nos.50 (Mamer), 62 (Nospelt-Olm-Holzem), and 53 (Eischen-Steinfort-Koerich-Goebelange-Goetzingen-Capellen). However, the early arrival time in the mornings and late return time in the afternoons mean these will not be suitable for all children attending the Lux.2 school.

4. Some possible combined transport solutions.

Not all areas of the country will have a direct bus service towards the Mamer school (nor did they necessarily have one to Kirchberg previously). The ATSEE network is a collective service: in particular a delicate economic/social balance has to be struck between the number of potential users, the duration of journey, and the operating costs. For additional information about how bus lines and stops are selected, please see [Appendix II](#).

For younger children living in locations for which there is no direct school bus, the recommended solution for parents who cannot travel directly to Mamer is to bring their children to the Kirchberg European School Lux.1 and use the supervised navette service.

For some of these locations, for older children, it may be possible to combine certain other bus lines with the specific service proposed to the new school. This could be the various lines which operate from all over the country to the Geeseknäppchen group of schools in Merl, linking up with the ATSEE line no.74 (Hollerich) which includes a stop at the Geeseknäppchen. Or the various lines which operate to the Limpertsberg group of schools, linking up with the ATSEE line no.76 (Limpertsberg) which includes a stop at the Lycée Technique du Centre. Because the duration of the school day in the Luxembourgish system is different to that of the European School, combinations of this sort might only work in the mornings.

Some possible combined solutions for selected locations in the South East (Stadtbredimus; Remich-Mondorf) and in the North East (Hostert-Niederanven; Neihaischen; Echternach; Larrochette) are presented in [Appendix IV](#). This information is provided for indicative purposes only. Due to the long total journey times implied for the children, these combinations should not be considered to be a recommendation within the mobility plan.

5. Supervision and safety arrangements whilst waiting for buses, during bus journeys, and on arrival at school. Corresponding arrangements for the return journey. Who is responsible for what?

The ATSEE buses are reserved for pupils of the European School. Other buses organised by MDDI, RGTR, VdL are open to the general public.

Senior secondary pupils act as monitors on selected ATSEE bus routes. They are supposed to report any incidents of inappropriate behaviour and other transport problems back to ATSEE secretariat. These students do not act *in loco parentis*. No liability is accepted for any incidents which may occur involving younger children. These students may not be travelling the whole distance on the buses concerned.

The dedicated navettes will have adult supervisors on board. Details were provided in the note published by the school administration 12.6.2012. Translation into English is included as **Appendix V**.

On arrival at the Mamer school, specific supervision arrangements will be in place at the bus platforms. Extra resources will be mobilised for the first days of term.

Guidelines about ensuring child safety whilst waiting for buses, during bus journeys, and on arrival at school were provided to APEEE members in AdParentes magazine no.3 2011/12 (February) which is available for download from the APEEE website. This information is reproduced as **Appendix III**.

6. How to enrol for the ATSEE bus and navette service. Annual subscription cost.

Public buses (VdL, RGTR) and trains (CFL) are accessible by students using the "Jumbo Card" (price €50, available from the bus station at Centre Hamilius). The card shows the name and photograph of the user.



ATSEE buses and navettes are accessible by children registered with ATSEE and showing the ATSEE card. The ATSEE card shows the name and photograph of the user, the bus line/stop they are registered to use.

Transport Scolaire 2012 - 2013	photo
Nom _____	
Prénom _____	

Annual ATSEE subscription

Cat.2 and Cat.3 parents who wish their children to use the ATSEE service have to subscribe and pay costs directly to ATSEE. At the time of enrolment, they sign a bank transfer instruction for the duration of the school year (10 months).

For children of EU officials in the primary and secondary cycles, the costs of the ATSEE transport service are covered by a specific indemnity from the EU institutions (2004 Staff Regulations Article 67 and Annex VII Article 3, and General Implementing Conditions). "EU official" here means permanent officials, temporary agents and contract agents: it does not include detached national experts (END) or auxiliaires.

EU officials complete the ATSEE enrolment form, and submit a separate claim to their employer to receive the indemnity. For authorised claims, settlement is made directly between the employer institution and ATSEE: there is no payment to the individual (and it does not appear on the pay slip). Exceptionally, EIB officials currently have different Staff Regulations under which they receive an equivalent indemnity directly in full. Consequently, their pay slips record both that revenue and a deduction for the actual expense paid by EIB administration to ATSEE on their behalf.

EU officials with children in the nursery cycle are entitled to a different indemnity. If these families choose to use the ATSEE bus services they have to subscribe and make direct payment at the same rate as Cat.2 and Cat.3 parents: in recognition of the burden this can place on young families, a 50% discount is granted. However, the supervised navette system is designed specifically for parents of younger children, and there is no discount for this service.

Determining the price

The total package (provision of transport services) is costed by ATSEE at aggregate level including all elements (eg. bus operating costs, on-bus supervision by senior pupils, navette operating costs, on-navette supervision, secretariat overheads). Zone prices are then computed based on distance travelled to school. The total subscription revenue is calculated to break-even: ATSEE is not run as a commercial profit-making enterprise.

For the 2012 rentrée, the following prices will apply for non EU officials using the service:

ZONE	DISTANCE x TO SCHOOL	FULL	50%
A	($0 < x \leq 5$ kilometres)	€ 85,00	€ 43,00
B	($5 < x \leq 10$ kilometres)	€ 95,00	€ 48,00
C	($10 < x \leq 15$ kilometres)	€ 110,00	€ 55,00
D	($x > 15$ kilometres)	€ 125,00	€ 63,00
navette		€ 130,00	

A summary of the zones is reproduced as [Appendix X](#). The bus lines in [Appendix I](#) are colour coded according to that summary.

Online inscription form

For EU officials there is a single enrolment form to identify the bus line and stop, or navette start point. The 2012 inscription forms will be circulated to EU officials by mail during July/August by the ATSEE secretariat. These forms are also reproduced here (see **Appendix IX**).

For other users, there are 5 different forms, one for each of the options (bus zones A-D or navette). Each form is pre-printed with the price payable. The appropriate form will be available for download from the ATSEE website (www.atsee.lu) with effect from 1.9.2012 by clicking on the appropriate bus line/stop.

In both cases, the form should be completed manually and returned to the ATSEE secretariat for processing, together with two passport photographs. An ATSEE card will then be issued.

Step-by-step how to enrol with ATSEE

Inscriptions are possible with effect from 1.9.2012.

- (1) Access the ATSEE website (www.atsee.lu) and choose "Luxembourg 2"
- (2) Click on the bus line/bus stop nearest to where you live
- (3) Download the application form
- (4) Complete the form manually
- (5) Attach two recent passport photographs
- (6) Send to ATSEE secretariat, c/o European Parliament, Bâtiment SCH 01 B006, L-2920 Luxembourg.

For EU officials, ATSEE will then contact the administrations directly to receive payment.

For Cat.2+3 families (and maternelle) the standing order bank transfer will be sent to the bank, and payment should be drawn on 1st of each month during the school year (October until July).

Terms and conditions

Inscription implies acceptance of the terms and conditions, in particular the Safety Guidelines (see **Appendix III**) and the General School Rules.

In addition, for the navettes service return trip, parents agree to arrange for children to be collected from the designated waiting area. The navette timetable shows the expected arrival times. During 30 minutes adequate supervision is put in place to ensure that the child receives a high standard of care. After that time, no responsibility can be accepted. In the event that a parent is late, and has not contacted the school with a legitimate reason, the supervisor will attempt to contact the parent using the declared emergency numbers. Extreme delays or repeated lateness will not be tolerated

and will lead to exclusion of the child from the service. In the event of such exclusion, no reimbursement of fees will be authorised.

7. Other issues. Lost property. Bullying. Accidents. Communication in the event of delays/cancellations.

Children are individually responsible for the care of their personal belongings. No liability can be accepted by the bus company, the school, ATSEE or APEEE for lost property. It is generally recommended that items of high value are not brought to school. Any property which is lost on the bus that is found by the bus driver will be held at the central depot and parents should contact the bus company directly to recover it (contact numbers are published on the ATSEE website).

Pupils using the various bus services to and from school are bound by the general school rules, and are expected to treat fellow travellers with normal courtesy and respect (see **Appendix III**). Any incidents of bullying and harassment should be reported to the school in the usual manner and will be dealt with according to the standard procedure.

In the event of accidents/incidents involving physical injury, these will be reported by the bus driver and/or ATSEE supervisor. In serious cases emergency services will be called to the scene. Every effort will be made to contact parents in timely fashion.

Delays. Clearly the degree to which buses are able to respect the scheduled timetable will depend upon prevailing weather and traffic conditions. If a bus is more than 15 minutes late, parents should first visit the ATSEE website (in case an announcement is already made), or telephone the ATSEE secretariat, or contact the specific bus operator. Please note that neither the APEEE secretariat nor the school secretariat are responsible for the buses run by the ATSEE.

School closure. In the event of a decision to close the school, an announcement will be made by the School Director as soon as possible in advance. Such decisions are not taken lightly and are typically done in consultation with the APEEE and the Luxembourg Ministry of Education ("Ministère de l'Education Nationale"). In such circumstances ATSEE will normally be contacted in order to cancel the private school bus transport service. The APEEE has put in place an SMS emergency alert system for parents, and information will also appear on the APEEE website and on the school website. If there is time, information will also be circulated via the APEEE network of class delegates.

8. Reminder about the train solution.

There is a train stop along the international railway line joining Luxembourg and Brussels via Arlon, at approximately 300m distance from the new school. The local train service no.50 also uses this line and includes 7 stops altogether (Luxembourg Gare - Bertrange/Strassen - **MamerLycée** - Mamer - Capellen - Kleinbettingen - Arlon). Full details are available on the CFL website (www.cfl.lu).

The APEEE has made recommendations regarding the safety of the train platform (including making it wider, building shelters against bad weather, and adding a sonic alarm to warn about the

imminent arrival of trains). In the absence of these modifications, APEEE does not currently recommend that families should use this solution.

The Luxembourg authorities consider the train service to be unsuitable for use by children below the age of 12 who are not accompanied by their parents. It has furthermore to be borne in mind that in order to use this option, children coming from other locations will generally have first to travel to the central train station, and change trains there.

Specifically for residents of Strassen and Bertrange communes, a combined transport solution is possible from different collection points around Strassen and Bertrange, as the intercommunal "deBUS" minibus service includes regular stops at the train station.

9. Practical advice for cyclists and pedestrians/joggers.

Pédibus and Vélobus programmes to the Lux.2 school may be organised in collaboration with Mamer and Bertrange communes as the new school is a public establishment within their territory. Contact points for these services are indicated on the website of the commune administrations.

Strassen commune have also been contacted but are not expected to operate a Pédibus or Vélobus service to the new school as it is outside their territory. Parents wishing to help run such a scheme (ie. volunteering to supervise a Vélobus or Pédibus from a point in Strassen travelling to the new school every morning and returning every lunchtime/afternoon during termtime) are invited to contact the APEEE secretariat.

A secure area is reserved on the school campus for the storage of bicycles. Children wanting to store their bikes here should bring their own bicycle lock/chain. There is capacity for 70 bicycles (30 in Secondary, 20 in front of Nursery, 20 in Primary).

There is a "VELOH" bicycle hire and return facility at various locations around Luxembourg City and in neighbouring Hesperange and Strassen communes, however this network does not currently extend to the new school (the VELOH company has been contacted regarding possible sites). The Mamer commune currently operates its own bicycle hire scheme between Capellen, Holzem and Mamer.

10. Practical advice for motorists. Use of kiss-and-go zones. Car pooling.

The Lux.2 campus is a public establishment, however it is an enclosed site. The highway code will continue to apply on the site. Drivers should remember that young children are particularly vulnerable road users – see [Appendix 6](#).

Better traffic conditions around the school mean more safety for the children!

At the back of the school there is a car park for staff, with space for around 200 vehicles.

Next to each of the CPE, Nursery and Primary blocks there are separate car parking areas, each divided into a permanent zone with capacity for around 100 cars (ie. 300 spaces in total), and a

150m "kiss-and-go" zone (ie. 450m in total). Next to the Administrative building and bus stops there is another 100m "kiss-and-go" zone. Any pupil who drives to school should use the permanent zone in one of these areas to park their vehicle.

The "kiss-and-go" solution is intended for dropping off children quickly and easily in the morning, so that they can make their own way into the school buildings. The car driver is not expected to be stationary for more than a few moments and should not turn off the engine.

- A driver should not move more than a couple of metres from their vehicle, for example to open the boot and help children with their bags. If you need to accompany your child into the school, or to spend more time at the school, then you must park in one of the other spaces.

- Children should exit the car by the side next to the kerb. This is both a safety measure, and a timesaving measure.

At the end of the school day, if you arrive early to collect your children, please park in the permanent zone, not in the "kiss-and-go" zone. Traffic should be moving continuously, slowly!, through the "kiss-and-go" zone. If your child has not arrived by the time you are through the zone, please continue around and reenter the zone. Please do not stop and wait!

Park-and-stride: weather permitting, parents might wish to consider parking at locations a bit further away and walking to school to collect their children. Possible locations could include the DomaineSchwall/Am Bongert in Bertrange, the Belle Etoile shopping centre, the François Trausch stadium in Mamer.

Car pooling. The www.mobiliteit.lu website includes a facility to register either as a car driver or as a passenger, to put people in contact with each other.

11. How does the mobility plan for Lux.2 compare to the plan for Lux.1?

For various reasons, families with children attending the European Schools in Luxembourg are widely dispersed across the whole country. The mobility plans for the two schools show some important differences. For the Kirchberg school, 80% of parents work on or near Kirchberg and can bring children to school with them. The Kirchberg school is built on a main road which restricts ability to influence traffic flow measures. The Mamer school is built on a campus site, set back from the busy road towards Belgium. As this site lies outside the Luxembourg City boundary, no town buses will go to the new site.

Given these differences, no direct comparison can be made. However, **Appendix VIII** presents a table showing how components of the mobility plan apply in each case.

12. Ex post evaluation. How to suggest improvements for future versions of the mobility plan.

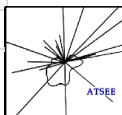
This document presents the plan as it is intended to apply for the 2012 rentrée. The school, the APEEE and the ATSEE will undertake an evaluation of its operation within 2 months.

Parents who wish to contribute to this reflection are invited to make suggestions about the way the mobility plan operates by using the form in **Appendix VII**.

Appendices

1. List of navettes and ATSEE bus routes and stops which will apply for the September 2012 rentrée.
2. Information about how bus routes and bus stops are chosen.
3. Bus user Safety Guidelines
4. Some possible combined transport solutions
5. EN translation of FR school publication 12.6.2012 regarding supervision arrangements
6. Why are child pedestrians at risk?
7. Suggestion form
8. Table showing elements of mobility plan for Lux.1 and Lux.2
9. ATSEE enrolment form 2012-2013
10. Summary of transport pricing zones

Appendix I : List of ATSEE bus routes and stops which will apply for the September 2012 rentrée

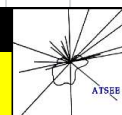


TRANSPORT SCOLAIRE DES ELEVES DES ECOLES EUROPEENNES 2012/13

ATSEE

ECOLE EUROPEENNE II

ATSEE



ARRIVEES EE II : 8.35 / DEPARTS EE II : 13.15 (sauf lundi et mercredi) et 16.45

LIGNE 72	Quai 2	MATIN	MIDI	SOIR
BELAIR	Rheinsheim	8.12	13.41	17.11
"	Guillaume	8.13	13.40	17.10
"	Bragance	8.13	13.40	17.10
MERL	Merl Parc	8.15	13.38	17.08
"	Place de France	8.15	13.37	17.07
"	Orval	8.16	13.35	17.05
"	Laang Heck	8.17	13.33	17.03
"	St Hubert	8.18	13.32	17.02
"	Plaak	8.19	13.31	17.01
"	Op der Millen	8.20	13.30	17.00
BERTRANGE	Fleuri	8.22	13.28	16.58
"	Richterwee	8.23	13.27	16.57
"	Montereale	8.24	13.26	16.56
"	Dicks	8.27	13.23	16.53
"	Gemeng	8.28	13.22	16.52
"	Millwee	8.30	13.20	16.50
"	EE2	8.35	13.15	16.45

LIGNE 73	Quai 2	MATIN	MIDI	SOIR
BEGGEN	Rue du pont	7.59	13.50	17.20
"	Basbogne	8.00	13.49	17.19
"	Kierch	8.01	13.48	17.18
DOMMELDANGE	Emile Metz	8.03	13.46	17.16
EICH	Eecher Klinik	8.04	13.45	17.15
"	Eecher Platz	8.07	13.42	17.12
MUHLNBACH	Siwemuergen	8.10	13.39	17.09
ROLLINGERGR.	Roudeberg	8.13	13.37	17.07
"	Val St André	8.14	13.36	17.06
"	Val Fleuri	8.15	13.35	17.05
"	Biischtelefabrik	8.17	13.33	17.03
BELAIR	Sq. de New York	8.19	13.31	17.01
"	Archiducs	8.20	13.30	17.00
"	Amsterdam	8.21	13.29	16.59
"	Belair Kierch	8.22	13.28	16.58
"	Oardour	8.22	13.28	16.58
"	Merl Kierfecht	8.23	13.27	16.57
"	Val St Croix	8.25	13.25	16.55
BERTRANGE	EE2	8.35	13.15	16.45

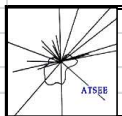
LIGNE 74 (ALLER)	Quai 3	MATIN	MIDI	SOIR
HOLLERICH	Gare	7.45	-	-
GASPERICH	Déportation	7.46	-	-
"	Clemenceau	7.48	-	-
"	Richard Wagner	7.49	-	-
"	Bei der Auer	7.50	-	-
"	Al Gasperich	7.51	-	-
"	Klensch	7.52	-	-
"	Louis de Froment	7.53	-	-
CESSANGE	Rue Verte	7.54	-	-
"	Kuelebiereg	7.55	-	-
"	Antoine	7.57	-	-
"	Am Eck	7.58	-	-
"	Kierch	8.00	-	-
"	Artisans	8.01	-	-
HOLLERICH	Assurances sociales	8.05	-	-
MERL	Geesekneppchen	8.13	-	-
BERTRANGE	EE2	8.35	-	-

LIGNE 74 (RETOUR)	Quai 3	MIDI	SOIR
BERTRANGE	EE2	-	13.15 16.45
MERL	Geesekneppchen	-	13.35 17.05
HOLLERICH	Assurances sociales	-	13.39 17.09
"	Gare	-	13.41 17.11
GASPERICH	Déportation	-	13.42 17.12
"	Clemenceau	-	13.44 17.14
"	Richard Wagner	-	13.45 17.15
"	Bei der Auer	-	13.46 17.16
"	Al Gasperich	-	13.47 17.17
"	Klensch	-	13.48 17.18
"	Louis de Froment	-	13.49 17.19
CESSANGE	Rue Verte	-	13.50 17.20
"	Kuelebiereg	-	13.51 17.21
"	Antoine	-	13.54 17.24
"	Am Eck	-	13.55 17.25
"	Kierch	-	13.57 17.27
"	Artisans	-	13.58 17.28
"	Barrès	-	13.59 17.29

LIGNE 75	Quai 4	MATIN	MIDI	SOIR
CENTS	Waassertuerm	7.55	13.55	17.25
"	Carmel	7.56	13.54	17.24
"	Trèves	7.57	13.53	17.23
"	Kierch	7.58	13.52	17.22
"	Tawioun	7.59	13.51	17.21
"	Nic Rollinger	8.02	13.48	17.18
"	Pommiers	8.03	13.47	17.17
"	Halte Cif	8.04	13.46	17.16
HAMM	Kierch	8.06	13.44	17.14
"	Schoul	8.07	13.43	17.13
"	Colonie	8.08	13.42	17.12
"	Englebert Neveu	8.10	13.40	17.10
BONNEVOIE	Rotonde	8.15	13.35	17.05
BERTRANGE	EE2	8.35	13.15	16.45

LIGNE 76	Quai 5	MATIN	MIDI	SOIR
LIMPERTSBERG	LTC - Quai 1	8.05	13.45	17.15
"	Alen Tramschapp	8.07	13.42	17.12
"	Lycée de Garçons	8.09	13.41	17.11
"	Lycée R. Schumann	8.11	13.39	17.09
STRASSEN	Benelux/Libération	8.21	13.29	16.59
"	Kesseler/Europe	8.24	13.26	16.56
BERTRANGE	EE2	8.35	13.15	16.45

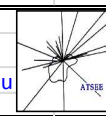
LIGNE 77	Quai 3	MATIN	MIDI	SOIR
HOWALD	Waasserturm	8.00	13.50	17.20
"	Bei der Kierch	8.02	13.48	17.18
"	Rangwee	8.03	13.47	17.17
BONNEVOIE	LTB - Quai 1	8.06	13.44	17.14
"	Jules Fischer	8.07	13.43	17.13
"	Izegerknupp	8.08	13.42	17.12
"	Wisestrooss	8.10	13.40	17.10
"	Léon XIII	8.12	13.38	17.08
HOLLERICH	Fonderie	8.17	13.33	17.03
BERTRANGE	EE2	8.35	13.15	16.45



C/O Parlement Européen - SCH 01B006

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30/07/12

LIGNE 64	Quai 5	MATIN	MIDI	SOIR
BASCHARAGE	Rond Point A.S.	7.55	13.55	17.25
"	Brasserie	7.57	13.53	17.23
SCHOUWEILER	Al Schoul	8.02	13.48	17.18
DIPPACH	Bei der Kapell	8.04	13.46	17.16
BETTANGE/MESS	Op der Haard	8.05	13.45	17.15
"	Rue de la Gare	8.06	13.44	17.14
RECKANGE/MESS	Findel	8.06	13.44	17.14
PONTPIERRE	Hinterueck	8.10	13.40	17.10
LEUDELANGE	Wäschbur	8.18	13.32	17.02
"	Schléwenhaff	8.20	13.30	17.00
BERTRANGE	EE2	8.35	13.15	16.45

LIGNE 78	Quai 3	MATIN	MIDI	SOIR
STEINSEL	Michel Rodange	7.35	13.50	17.20
BERELDANGE	Ellersrachen	7.42	13.43	17.13
"	Police	7.43	13.42	17.12
BRIDEL	Stuff	7.48	13.37	17.07
"	Taverne	7.50	13.35	17.05
KOPSTAL	Brëck	7.54	13.31	17.01
KEHLEN	Bei Fiewer	7.59	13.26	16.56
LYCEE BARTHEL	Lycée	8.08	13.17	16.47
BERTRANGE	EE2	8.10	13.15	16.45

LIGNE 79	Quai 4	MATIN	MIDI	SOIR
MERSCH	Langheck	7.40	14.10	17.40
RECKANGE	Schoul (Pl. publique)	7.41	14.09	17.39
MERSCH	Reckenerstrooss	7.42	17.08	17.38
"	Staereplaz (Marisca)	7.43	17.07	17.37
"	Gare	7.45	14.05	17.35
LINTGEN	Kräizong	7.52	13.58	17.28
LORENTZWEILER	Gare	7.57	13.53	17.23
STEINSEL	Michel Rodange	8.03	13.47	17.17
HELMSANGE	Millewee	8.05	13.45	17.15
"	Tricentenaire	8.07	13.43	17.13
BERELDANGE	Police	8.09	13.41	17.11
BRIDEL	Stuff	8.14	13.36	17.06
"	Taverne	8.16	13.34	17.04
KOPSTAL	Brëck	8.20	13.30	17.00
KEHLEN	Bei Fiewer	8.25	13.25	16.55
BERTRANGE	EE2	8.35	13.15	16.45

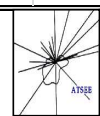
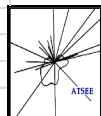
LIGNE 80	Quai 4	MATIN	MIDI	SOIR
GREVENMACHER	Gare routière	7.35	14.10	17.40
ROODT-SUR-SYRE	Barriär	7.50	13.55	17.25
NIEDERANVEN	Minsbecherstrooss	7.56	13.49	17.19
MUNSBACH	Kulturzentrum	7.58	13.47	17.17
SCHRASSIG	Schwaarz Kaz	8.01	13.44	17.14
OETRANGE	Gare	8.04	13.41	17.11
MOUTFORT	Kapell	8.06	13.39	17.09
CONTERN	Kräizgaass	8.10	13.35	17.05
BERTRANGE	EE2	8.35	13.15	16.45

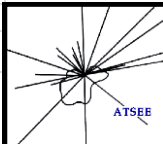
LIGNE 81	Quai 5	MATIN	MIDI	SOIR
SANDWEILER	Schiltzperdgen	8.05	13.45	17.15
ITZIG	Kiirch	8.15	13.35	17.05
HESPERANGE	Am Keller	8.20	13.30	17.00
BERTRANGE	EE2	8.35	13.15	16.45

LIGNE 82	Quai 5	MATIN	MIDI	SOIR
JUNGLINSTER	Op der Gare	7.55	13.45	17.15
GONDERANGE	Schoul	7.59	13.41	17.11
ERNSTER	Duerfplaz	8.01	13.39	17.09
RAMELDANGE	Am Duerf	8.05	13.35	17.05
"	Beiebiereg	8.06	13.34	17.04
HOSTERT	Charlys Gare	8.07	13.33	17.03
SENNINGERBERG	Charlys Statioun	8.10	13.30	17.00
BERTRANGE	EE2	8.35	13.15	16.45

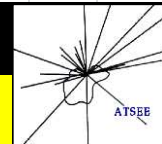
LIGNE 83	Quai 6	MATIN	MIDI	SOIR
BETTEMBOURG	Gare	07.15	14.15	17.45
"	Kiirchplaz	07.37	14.13	17.43
DUDELANGE	Giratoire	07.41	14.09	17.39
"	Gare	07.43	14.07	17.37
"	Gemeng	07.45	14.05	17.35
"	Kirtiz	07.47	14.03	17.33
KAYL	Abderr Burg	07.53	13.57	17.27
"	Pl. Fr. Coullen	07.54	13.56	17.26
SCHIFFLANGE	Potto	08.01	13.49	17.19
"	Stadthaus	08.03	13.47	17.17
"	Brill	08.06	13.44	17.14
MONDERCANGE	Op der Kopp	08.13	13.37	17.07
BERTRANGE	EE2	08.35	13.15	16.45

LIGNE 84	Quai 4	MATIN	MIDI	SOIR
BERTRANGE	EE2	-	13.15	16.45
"	Belle-Etoile	7.50	13.18	16.48
STRASSEN	Schoenacht	7.52	13.20	16.50
"	Geesseneck	7.53	13.21	16.51
"	Kessler (261 rdA)	7.54	13.22	16.52
"	Barblé (203 rdA)	7.55	13.23	16.53
"	Benelux (151 rdA)	7.56	13.24	16.54
"	Cité Pescher (Lilas)	7.57	13.25	16.55
"	Cité Pescher (Lavandes)	7.58	13.26	16.56
"	Schafsstrachen	7.59	13.27	16.57
"	Kaltacht	8.00	13.28	16.58
"	Oricherhoel	8.02	13.30	17.00
"	Aurélia (117 rdA)	8.05	13.33	17.03
"	Hondseck (61 rdA)	8.06	13.34	17.04
"	Huorgarten (23 rdA)	8.07	13.35	17.05
LUXEMBOURG	Aubepines	8.08	13.36	17.06
"	Rue de l'Ouest	8.09	13.37	17.07
STRASSEN	Les Aubépines (141 rdK)	8.10	13.38	17.08
"	Michel Angelo (101 rdK)	8.11	13.39	17.09
"	Réimerwee (39 rdK)	8.12	13.40	17.10
"	Kiem (rue Carrefours)	8.13	13.41	17.11
"	Cimetière (Gar. Corridor)	8.18	13.46	17.16
"	Cité Hueffach (Déportation)	8.21	13.49	17.19
"	Bechel (des Prés)	8.24	13.52	17.22
"	Chapelle	8.25	13.53	17.23
"	Riedgen	8.26	13.54	17.24
BERTRANGE	Am Bongert	8.29	13.57	17.27
"	Domaine Schwall	8.30	13.58	17.28
"	Millewee	8.31	13.59	17.29
"	Wassertuerm	8.32	14.00	17.30
BERTRANGE	EE2	8.35	-	-





TRANSPORT SCOLAIRE DES ELEVES DES ECOLES EUROPEENNES 2012/13



ATSEE

ECOLE EUROPEENNE II

ATSEE

Navettes d'arrivée -- EE II Bertrange

Surveillance assurée dans les navettes et accompagnement vers MATERNELLE et PRIMAIRE

NAVETTE KIRCHBERG - EE2 Quai 1		MATIN	MATIN	MATIN
KIRCHBERG	EE1	8.00	8.05	8.10
BERTRANGE	EE2	8.30	8.35	8.40

NAVETTE ESTAT - EE2 Quai 1		MATIN
KIRCHBERG	Eurostat - A. Weicker	8.00
KIRCHBERG	CDCE - Erasme	8.05
BERTRANGE	EE2	8.35

NAVETTE BEI - EE2 Quai 1		MATIN
KIRCHBERG	BEI ** FEI	8.05
STRASSEN	Mairie (Gr.D.Ch.)	8.25
BERTRANGE	EE2	8.35

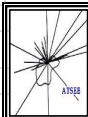
NAVETTE GOLDBELL - EE2 Quai 2		MATIN
GASPERICH	Drosbach	8.10
BERTRANGE	EE2	8.35

NAVETTE OPOCE - EE2 Quai 2		MATIN
LUX-GARE	Off.Publ.rue Mercier	8.15
BERTRANGE	EE2	8.35

Navettes de retour -- EE II Bertrange

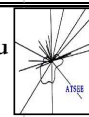
→→→ **Accueil assuré pendant 30 minutes à l'EE1** ←←←

NAVETTE EE2 - KIRCHBERG Quai 1		MIDI	AP.MID	SOIR
BERTRANGE	EE2	13.15	16.45	18.00
KIRCHBERG	EE1	13.45	17.15	18.30



C/O Parlement Européen - SCH 01B006 L-2929
Luxembourg Tél : 430023945

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31/07/12

BUS PLATFORMS AT THE EE2 SCHOOL

- QUAI N°1 (6 spaces) : navettes from Kirchberg
- QUAI N°2 (6 spaces) : navette OPOCE, navette Drosbach, lines 72 and 73
- QUAI N°3 (5 spaces) : lines 74, 77, 78
- QUAI N°4 (5 spaces) : lines 75, 79, 80, 84
- QUAI N°5 (4 spaces) : lines 64, 76, 81, 82
- QUAI N°6 (4 spaces) : line 83, AVL buses, RGTR buses, MDDI school buses
- TOTAL : 30 spaces

Appendix II : How bus routes and stops are chosen

- The private school bus service is a collective service for the school community, not an "à la carte" service.
- To put a bus into circulation, the line must be viable economically. However, some cross-subsidisation of routes is permitted.
- In general, existing public bus routes are used.
- Where possible, buses will travel on roads with lower traffic volumes and lower speeds.
- Where possible, buses will travel on roads with sidewalks or designated pedestrian paths which are separate from the roadway and traffic.
- For practical reasons, residential roads with speed bumps will generally be avoided.
- Bus routes should be planned to avoid dead-end streets and cul-de-sacs.
- The stops are selected in relation to the size of the bus.
- The number of stops along a given route has to take into account the impact of loading/offloading time at each stop and overall duration to the end destination.
- In the countryside and in towns, the buses will only stop at public bus stops, in order to minimise disruption to other traffic.
- Where possible, stops should be selected to ensure sufficient visibility for both pedestrians and other road users. If students will be waiting at the bus stop during low light hours, the stop should be positioned near a street light or other light source whenever possible.
- Where possible, bus stops should be chosen which have sufficient space for students and parents to wait a safe distance from the roadway.
- Where possible, stops should be chosen which offer suitable shelter in poor weather conditions.
- Where possible, stops should be chosen which minimise the need for young students to cross the road without supervision.
- Where possible, stops will be avoided which require the bus to reverse in or reverse out.
- In the morning, parents are responsible for students travelling between their home and the bus stop, and while waiting for the bus. Likewise for the after school journey between the bus stop and home.
- Pupils (morning departures) and parents (afternoon returns) are expected to be at the bus stop 5 minutes before the scheduled time.
- The stops on the lines must be created in a balanced way.
- Bus stops should if possible group children of several families.
- Residence is taken into consideration but there is no minimum or maximum distance in relation to stops.
- Successive stops cannot be too close to each other.
- Where possible, bus routes and bus stops will be chosen to avoid major obstacles, in order to guarantee optimum security.
- The location of certain stops may be influenced by the pupils (handicap, medical reasons etc...).
- The furthest stops must be reached every morning before those nearest the school. Every evening the nearest stops to the school are reached first.
- The maximum daily journey time (to school and back) should not exceed 150 minutes (except in cases of road works, traffic jams, exceptional weather conditions).
- Buses will be driving in accordance with relevant road transport legislation.
- Stops are susceptible to change from year to year in accordance with evolving circumstances.
- It is forbidden to arrange another stop with the bus driver or monitor other than the stop appearing on the official route.

Appendix III : Bus user safety guidelines

- For safety reasons it is recommended that children in the Nursery Cycle do not use the school bus service and only ever travel with their parents. No liability can be accepted by ATSEE for any incidents that may arise from ignoring this advice.
- Similarly, it is recommended that children in the Primary Cycle do not use the school bus service unless they are travelling with an older brother or sister who is in the Secondary Cycle. No liability can be accepted for any incidents that may arise from ignoring this advice.
- Pupils must show their ATSEE identity card to the bus driver when entering the bus. This is a way to ensure only authorised persons are on the bus.
- In the morning, parents are responsible for the surveillance of their children until they get into the bus.
- When the bus arrives at the school in the morning, pupils must enter the school even if they do not have classes during the first period.
- In the afternoon pupils leaving school must get onto the bus immediately. Whilst waiting for the bus they should follow the instructions of the ATSEE monitors.
- Where possible, the presence of ATSEE monitors on the buses is foreseen.
- On the bus, children must respect instructions given by the ATSEE monitor and the bus driver.
- The general school rules continue to apply whilst children are using the ATSEE buses.
- In the afternoon, after leaving the return bus at the appropriate stop, pupils are under the supervision of their parents. The parents must make necessary provision to meet the children at the stop, on time. No liability can be accepted by ATSEE for children who are not met by their parents at the stop.
- All bus passengers must remain seated with safety belts fastened throughout the journey. The aisles should be left clear (ie. no bags, etc.) to allow other passengers to enter and leave the bus safely.
- The first page of the school diary should clearly show the child's name, the school class, the bus route, the bus stop, and contact numbers for the parents or those persons authorised to collect the child. It is the responsibility of parents to ensure these are updated in case of change.
- Pupils may not open the doors or windows without the permission of the ATSEE monitor or bus driver.
- Pupils may not leave the bus without permission from the ATSEE monitor or bus driver. In particular, children should not get off the bus at a different stop than the one indicated on the enrolment form and in the school diary.
- Parents should make sure that their child knows where to get off the bus, and what to do in case they somehow get off at the wrong stop.
- Eating or drinking on the bus is not permitted. Any rubbish should be placed in the bin.
- It is forbidden for children to bring dangerous objects onto the bus (knives, penknives, lasers, etc.). Any other cumbersome or potentially dangerous objects (balls, marbles, etc.) should stay in their bags. Children should not throw things in the bus.
- In case of problems or remarks parents should contact the ATSEE secretariat who will verify the information and take the necessary measures. Only ATSEE is authorized to give instructions to the bus company, the monitors or, via the company, the drivers.
- Failure of pupils to respect these rules may be treated as a disciplinary offence which, if repeated, could lead to exclusion of the pupil from the ATSEE service.
- ATSEE may also exclude any pupils whose behaviour does not comply with general school rules and policies regarding safety or anti-social behaviour, or otherwise fails to meet acceptable standards. The decision will be communicated to the parents in writing. Exclusion from the service does not entitle the parents to reimbursement of fees paid.
- Exclusion measures can also be taken as a result of unbecoming behaviour of parents (eg. towards ATSEE representatives, bus companies).
- Neither ATSEE nor APEEE nor the school are liable for damage caused by pupils using the school transport. Costs incurred will be charged to the perpetrators of the damage or their parents.
- Users of the ATSEE school bus service who are acting in accordance with the rules are covered by the school civil responsibility insurance policy, and by the insurance policy of the bus company operating the particular route.
- Children should always walk near the bus stop, never run.
- Children should always walk on the pavement/sidewalk. If there is none, they should walk facing the traffic.
- Children should only cross the road when it is safe to do so, using pedestrian crossings where possible (in a UK context, "observe the Green Cross Code").
- Wait until the bus has departed before crossing the road. If you cross the road behind the bus, the driver may reverse unexpectedly without being able to see you. If you cross the road in front of the bus, other road users may be overtaking the bus without being able to see you.
- At the bus stop, children should wait in a safe area as far as possible away from the road.
- Children should not speak to strange adults at the bus stop, and should never get into a car with a stranger.
- When leaving the bus, children should immediately move a safe distance away from the door.
- If you forget something on the bus, it can always be collected from the bus company afterwards: it is not safe to try to rush back onto the bus.

The Green Cross Code

1. First find the safest place to cross

- If possible, cross the road at: subways, footbridges, islands, zebra, puffin, pelican or toucan crossings, or where there is a crossing point controlled by a police officer, a school crossing patrol or a traffic warden.
- Otherwise, choose a place where you can see clearly in all directions, and where drivers can see you.
- Try to avoid crossing between parked cars and on sharp bends or close to the top of a hill. Move to a space where drivers and riders can see you clearly.
- There should be space to reach the pavement on the other side.

2. Stop just before you get to the kerb

- Do not get too close to the traffic. If there is no pavement, keep back from the edge of the road but make sure you can still see approaching traffic.
- Give yourself lots of time to have a good look all around.

3. Look all around for traffic and listen

- Look all around for traffic and listen.
- Look in every direction.
- Listen carefully because you can sometimes hear traffic before you can see it.

4. If traffic is coming, let it pass

- Look all around again and listen.
- Do not cross until there is a safe gap in the traffic and you are certain that there is plenty of time.
- Remember, even if traffic is a long way off, it may be approaching very quickly.

5. When it is safe, go straight across the road – do not run

- Keep looking and listening for traffic while you cross, in case there is any traffic you did not see, or in case other traffic appears suddenly.
- Look out for cyclists and motorcyclists travelling between lanes of traffic.
- Do not cross diagonally.

Remember:

- If you are using a mobile phone or texting while crossing the road, your attention is not focussed on the traffic.
- You cannot hear traffic if you are listening to music through earphones
- You cannot see traffic properly if you are wearing a large hood.

Appendix IV : Some possible combined transport solutions

NB. This information is provided for indicative purposes only. Due to the very long total journey times implied for the children, these combinations should not be considered to be a recommendation within the mobility plan.

(a) MDDI line no.161 (Stadtbredimus) + ATSEE line no.74 or line no.76

(b) MDDI line no.176 (Remich-Mondorf) + ATSEE line no.74 or line no.76

(c) MDDI line no.126 (Hostert-Niederanven) + ATSEE line no.74 or line no.76

(d) MDDI line no.145 (Neihaischen) + ATSEE line no. 76

(e) MDDI line no.126 (Echternach) + ATSEE line no. 76

(f) MDDI line no.126 (Larochette) + ATSEE line no. 76

(a) MDDI line no.161 (Stadbredimus) + ATSEE line no.74 or line no.76

MDDI Line no. 161	AM	PM
:	:	:
:	:	:
Stadbredimus-Vinsmoselle	7.00	15.09
Stadbredimus-Dicksstrooss	7.01	15.08
Bous-Kiirch	7.04	15.05
:	:	:
:	:	:
Rolling	7.06	15.03
Assel	7.07	15.02
Waldbredimus-Kiirch	7.10	14.59
Roedt/Réidt	7.14	14.55
Trintang/Trënténg	7.15	14.54
Ersange/lerséng	7.16	14.53
Moutfort-Kiem	7.18	:
Moutfort-Kapell	7.19	14.50
Sandweiler-Kiirch	7.24	14.43
:	:	:
:	:	:
:	:	:
:	:	:
Luxbg.-Geesseknäppchen (S)	7.44	14.25
:	:	:
:	:	:
:	:	:
ATSEE no.74 Geesseknäppchen	8.15	13.35
ATSEE no.74 EE2	8.35	13.15

No correspondence for:

ATSEE no.74 Geesseknäppchen	17.05
ATSEE no.74 EE2	16.45

MDDI Line no. 161	AM	PM
Remich-Gareroutière	:	14.57
Remich-Maateberg	:	14.55
Stadbredimus-Vinsmoselle	:	14.51
Stadbredimus-Dicksstrooss	:	14.50
Bous-Kiirch	:	14.47
Erpeldange-Kräizgaass	6.54	:
Erpeldange-Rollengerstroos	6.55	:
Rolling	6.56	14.45
Assel	6.57	14.44
Waldbredimus-Kiirch	7.00	14.41
Roedt/Réidt	7.04	14.37
Trintang/Trënténg	7.05	14.36
Ersange/lerséng	7.06	14.35
Moutfort-Kiem	7.08	:
Moutfort-Kapell	7.09	14.32
Sandweiler-Kiirch	7.14	14.25
Kirchberg-d'Coque	:	14.09
Luxembourg-Al Molkerei	7.23	:
Luxembourg-F.D.Roosevelt	7.26	:
Luxembourg-Royal quai 1	7.28	:
:	:	:
Limpertsberg-Schumann	:	14.07
Limpertsberg-L.G.	7.33	14.02
Limpertsberg-L.T.C.	7.39	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for:

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

(b) MDDI line no.176 (Remich-Mondorf) + ATSEE line no.74 or line no.76

MDDI Line no.176	AM	PM
Erpeldange-Kräizgaass	:	15.17
Remich-Rue de la Corniche	6.45	:
Remich-Maatebiere	6.47	:
Remich-Rte de Luxembourg	:	15.12
Remich-Pl. NicoKlopp	:	15.11
Remich-Gareroutière	6.50	15.09
Bech-Kleinmacher/Centre	6.52	15.05
Wellenstein-Centre	6.54	15.03
EllengerGare	6.59	14.58
Mondorf-Casino 2000	7.01	14.56
Mondorf-Christophorus/quai 2	7.02	14.55
Mondorf-KlengGare	7.03	14.53
Altwies-An der Kaz	:	14.52
Altwies-Buergässel	7.04	:
Aspelt-Gare	7.08	14.48
Frisange-Op der Kräizong	7.12	14.45
Frisange-Hau	:	14.44
Weiler-Schlammestee	7.15	14.43
Alzingen-Trapeneck	7.20	14.38
Hesperange-Am Keller	7.21	:
:	:	:
Luxbg.-Geesseknäppchen (S)	7.38	14.25
:	:	:
:	:	:
:	:	:
:	:	:
:	:	:
ATSEE no.74 Geesseknäppchen	8.13	13.35
ATSEE no.74 EE2	8.35	13.15

No correspondence for:

ATSEE no.74 Geesseknäppchen	17.05
ATSEE no.74 EE2	16.45

MDDI Line no.176	AM	PM
Erpeldange-Kräizgaass	:	:
Remich-Rue de la Corniche	6.35	14.59
Remich-Maatebiere	6.37	14.55
Remich-Rte de Luxembourg	:	:
Remich-Pl. NicoKlopp	:	:
Remich-Gareroutière	6.40	14.54
Bech-Kleinmacher/Centre	6.42	14.50
Wellenstein-Centre	6.55	14.48
EllengerGare	6.49	14.43
Mondorf-Casino 2000	6.51	14.41
Mondorf-Christophorus/quai 2	6.52	14.40
Mondorf-KlengGare	6.53	14.38
Altwies-An der Kaz	:	14.37
Altwies-Buergässel	6.54	:
Aspelt-Gare	6.58	14.33
Frisange-Op der Kräizong	7.02	14.30
Frisange-Hau	:	14.29
Weiler-Schlammestee	7.05	14.28
Alzingen-Trapeneck	7.10	14.23
Hesperange-Am Keller	7.11	14.19
Howald-Jhangeli	:	14.16
:	:	:
Luxembourg-Fond.Pescatore	:	14.07
Limpertsberg-Schumann	7.35	14.05
Limpertsberg-L.G.	7.38	14.02
Limpertsberg-L.T.C.	7.50	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for:

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

(c) MDDI line no.126 (Hostert-Niederanven) + ATSEE line no.74 or line no.76

MDDI line no. 126	AM	PM
Hostert-Kiirfech	7.05	15.00
Hostert-Am Bruch	7.05	14.58
Rameldange-Rëtsch	7.08	:
Rameldange-Bounert	7.09	:
Oberanven-Gemeng	7.12	14.56
Oberanven-rue Schetzel	7.13	14.55
Oberanven-Fielsenhaus	:	14.54
Oberanven-Routstrach	7.15	14.53
Niederanven-Op de Wolleken	:	14.52
Niederanven-Laach	7.17	14.51
Niederanven-Routscheed	7.18	14.51
Senningen-Kiirch	7.18	14.50
Senningen-Duerfplaz	7.20	14.49
Senningerberg-Mënsterbësch	7.24	14.45
Luxbg.-Geesseknäppchen (S)	7.44	14.25
:	:	:
:	:	:
:	:	:
ATSEE no.74 Geesseknäppchen	8.13	13.35
ATSEE no.74 EE2	8.35	13.15

No correspondence for:

ATSEE no.74 Geesseknäppchen	17.05
ATSEE no.74 EE2	16.45

MDDI line no. 126	AM	PM
Hostert-Kiirfech	7.11	14.29
Hostert-Am Bruch	7.11	14.27
Rameldange-Rëtsch	7.14	:
Rameldange-Bounert	7.15	:
Oberanven-Gemeng	7.18	14.25
Oberanven-rue Schetzel	7.19	14.24
Oberanven-Fielsenhaus	:	14.23
Oberanven-Routstrach	7.21	14.22
Niederanven-Op de Wolleken	:	14.21
Niederanven-Laach	7.23	14.20
Niederanven-Routscheed	7.24	14.19
Senningen-Kiirch	7.24	14.18
Senningen-Duerfplaz	7.26	14.17
Senningerberg-Mënsterbësch	7.30	14.13
:	:	:
Luxbg.-Limpertsberg Schumann	7.40	14.04
Luxbg.-Limpertsberg LG	7.42	14.02
Luxbg.-Limpertsberg LTC	7.47	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

(d) MDDI line no.145 (Neihaischen) + ATSEE line no. 76

MDDI line no.145	AM	MIDI
IeweschtNeihaischen	7.05	14.32
Neihaischen-Kiischtewee	7.06	14.29
EnneschtNeihaischen	7.07	14.28
Schrassig-Schlassgewan	7.10	14.24
Schrassig-SchwarzKaz	7.10	14.24
Schuttrange-Kreizung	7.12	14.22
Schuttrange-Al SchëtterMëtt	7.13	14.21
Uebersyren-Kreizgaass	7.15	14.19
Munsbach-MinsberBaach	7.16	14.18
Kirchberg-J.F.Kennedy	:	14.10
Kirchberg-Erasme/d'Coque	:	14.07
Limpertsberg-Schuman	7.40	14.05
Limpertsberg-L.G.	7.41	14.02
Limpertsberg-L.T.C.	7.46	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for:

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

NB. this line does not run to Geesseknäppchen.

(e) MDDI line no.126 (Echternach) + ATSEE line no. 76

MDDI line no.113	AM	MIDI
Echternach-Gare	6.40	14.51
Echternach-Fielsmillen	6.41	14.49
Berdorf-Kiosque	6.48	14.42
Consdorf-Melicksheck	6.52	14.38
Consdorf-Haenricht	6.54	14.36
Consdorf-Post	6.55	14.35
Consdorf-Gare	6.56	14.34
Hersberg/Heeschbreg	6.59	14.31
Altrier-Heeschbregewe	:	14.30
Altrier-Bildchen	7.00	:
Altrier-Kreizenhéicht	7.01	14.29
Graulinster-Am Duerf	7.04	:
Graulinster-Hauptstrooss	:	14.26
Graulinster-Op der Strooss	:	14.26
Junglinster-Op der Gare	7.10	14.22
Junglinster-Um Léi	7.11	14.20
Gonderange-Op der Bréck	7.13	:
Gonderange-Am Duerf	:	14.18
Eich-EecherPlaz	7.30	14.06
Limpertsb.-r.desGlacis/LTAM	7.33	:
Limpertsberg-Av.V.Hugo	7.35	:
Limpertsberg-Bd.P. Eyschen	:	14.03
Limpertsberg-L.G.	7.37	14.00
Limpertsberg-L.T.C.	7.42	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for:

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

NB. this line does not run to Geesseknäppchen.

(f) MDDI line no.126 (Larochette) + ATSEE line no. 76

MDDI line no.101	AM	MIDI
Larochette-Bleech	6.48	14.59
Ernzen-Kapell	6.50	14.56
Soup	6.52	14.54
Heffingen-Abri (Centre)	6.55	14.53
Reuland	6.59	14.49
Godbrange-Bei der Kiirch	7.05	14.43
Altlinster	7.08	14.40
Bourglinster-Am Duerf	7.11	14.37
Imbringen-Am Duerf	7.14	14.34
Blaschette-Carrefour	7.17	14.31
Asselscheuer/Uesselscheier	7.20	14.27
Eisenborn-Am Duerf	7.21	14.26
Dommeld.-Contournement	7.31	:
Dommeldange-Barriär	:	14.15
Limpertsb.-r.desGlacis/LTAM	7.39	:
Limpertsberg-Av.V.Hugo	7.40	:
Limpertsberg-Bd.P.Eyschen	:	14.05
Limpertsberg-L.G.	7.43	14.02
Limpertsberg-L.T.C.	7.49	13.57
ATSEE no.76 Limpertsberg LTC	8.05	13.45
ATSEE no.76 EE2	8.35	13.15

No correspondence for:

ATSEE no.76 Limpertsberg LTC	17.15
ATSEE no.76 EE2	16.45

NB. this line does not run to Geesseknäppchen

Appendix V: EN translation of FR school publication 12.6.2012 regarding supervision arrangements

Description of supervision on the school buses

To facilitate the transport of children to and from the Luxembourg II European School, the school administration, APEEE and ATSEE are putting in place, with financial support from the Luxembourg Ministry of Sustainable Development and Infrastructure and in collaboration with the Study Centre (OIL), a shuttle bus ("navette") service between 3 departure areas (Kirchberg, Luxembourg central train station and Gasperich) and the site of the Luxembourg II European School in Bertrange-Mamer.

In response to parental concerns regarding the safety of children in the Nursery and Primary cycles, each of these navettes will be supervised by a security guard who will be responsible for the children throughout the journey from collection point to delivery point. Families of pupils using this service will be required to register, and pay, in advance.

1. Routes foreseen and role of the supervisors

In the mornings, various navettes will leave the 3 departure areas to go to the Luxembourg II European School in Bertrange-Mamer. Depending on the availability of safe waiting areas and on user demand, several navettes will travel from Kirchberg.

Weekday	Time	Place	Task description
Monday	07:45	Kirchberg or Luxembourg central train station or Gasperich	Security guard arrives on site.
Tuesday	07:45 to 08:00	Kirchberg or Luxembourg central train station or Gasperich	Receive children and supervise them at bus stop.
Wednesday			
Thursday	08:00 to 08:30	Bus	Accompany children and supervise them on the bus.
Friday			
	08:30 to 08:45	EE2 Mamer-Bertrange	Accompany children into the Primary building and Nursery building.

At the end of the school day, the navettes will leave the Luxembourg II European School in Bertrange-Mamer and travel to the Luxembourg I European School on Kirchberg (or other suitable locations, depending on outcome of discussions with each EU institution concerned).

Weekday	Time	Place	Task description
-	13:00	EE2 Mamer-Bertrange	Security guard arrives on site.
Tuesday	13:00 to 13:10	EE2 Mamer-Bertrange	Receive children and supervise them at bus stop.
Wednesday	13:10 to 13:40	Bus	Accompany children and supervise them on the bus.
Thursday			
Friday	13:40 to 14:00	EE1 Kirchberg (or other suitable location)	Accompany children into the EE1 building, and supervise them in the designated waiting room.

Weekday	Time	Place	Task description
Monday	16:30	EE2 Mamer-Bertrange	Security guard arrives on site.
Tuesday	16:30 to 16:40	EE2 Mamer-Bertrange	Receive children and supervise them at bus stop.
Wednesday	16:40 to 17:10	Bus	Accompany children and supervise them on the bus.
Thursday			
Friday	17:10 to 17:30	EE1 Kirchberg (or other suitable location)	Accompany children into the EE1 building, and supervise them in the designated waiting room.

After the APEEE extracurricular activities and the activities in the Study Centre (OIL), the navettes will leave the Luxembourg II European School in Bertrange-Mamer and travel to the Luxembourg I European School on Kirchberg (or other suitable locations, depending on outcome of discussions with each EU institution concerned).

Weekday	Time	Place	Task description
Monday	17:45	EE2 Mamer-Bertrange	Security guard arrives on site.
Tuesday Wednesday	17:45 to 18:00	EE2 Mamer-Bertrange	Receive children and supervise them at bus stop.
Thursday Friday	18:00 to 18:30	Bus	Accompany children and supervise them on the bus.
	18:30 to 19:00	EE1 Kirchberg (or other suitable location)	Accompany children into the EE1 building, and supervise them in the designated waiting room.

The times shown in all the preceding tables are indicative and may be subject to modification.

2. Organisation

The navette service linked to the school opening and closing times (mornings, lunchtimes, afternoons) is provided free of charge by the Luxembourg authorities, however a charge is made for the service in the evenings. There are costs to provide the supervision service on all journeys. Details of the registration process are not yet finalised: information will be communicated as soon as possible.

For the outward journey in the morning, parents are responsible for the safety of their children up until the navette is parked in a designated safe location. They may then transfer their children into the charge of the security guard, who will check they are properly registered. The guard is responsible for the children from the moment they are allowed onto the bus, throughout the journey, up until their arrival at the Luxembourg II European School in Mamer-Bertrange and delivery into the Nursery building and Primary building. Children of the Nursery cycle will be accompanied to their individual classroom. Children in the Primary cycle will be welcomed at the entrance to the Primary building by the teachers who are on supervisory duty. Children in the Secondary cycle will make their own way to the Secondary building.

For the return journey at lunchtime (13:00) and in the afternoon (16:30), the Luxembourg II European School will accompany the children of the Nursery and Primary cycle to the navette which will be parked in a designated safe location. Children in the Secondary cycle will make their own way to the bus stop. The security guard will check that children are properly registered, and is responsible for the children from the moment they are allowed onto the bus, throughout the journey, up until their arrival at the Luxembourg I European School on Kirchberg and delivery to the designated waiting room. Parents will have a limited time (15 minutes) to come and collect their children from this location. Similar arrangements will be foreseen for the other suitable locations, depending on the outcome of discussions with each EU institution concerned.

For the return journey in the evening (18:00), the APEEE extracurricular activities and the Study Centre (OIL) will be responsible for accompanying the children under their care to the navette which will be parked in a designated safe location. The security guard will check that children are properly registered, and is responsible for the children from the moment they are allowed onto the bus, throughout the journey, up until their arrival at the Luxembourg I European School on Kirchberg and delivery to the designated waiting room. Parents will have a limited time (15 minutes) to come and collect their children from this location. Similar arrangements will be foreseen for the other suitable locations, depending on the outcome of discussions with each EU institution concerned.

In the event of any problem during the period when the security guard is responsible for the children, they will make an immediate report to the transport coordinator at the Luxembourg II European School. The school administration, APEEE and ATSEE will together establish internal rules covering the rights and obligations of the different actors.

A communication system will be put in place via the school, APEEE and ATSEE websites. Depending on the internal rules, parents who have subscribed to the SMS emergency service organised by APEEE may be directly informed by SMS. A specific contact telephone number will be established for parents to inform the transport coordinator in the event of problems.

Parents will be able to specify who can collect their children from the security guard. Only these people will be allowed to collect the children.

3. Fees for providing this service

Access to the supervised navette service will require prior registration and payment of a fixed monthly fee. Pupils whose families have paid this fee can use the supervised navette service from whatever departure point to whatever collection point, however frequently they wish to use the service. The fee will be calculated by reference to the total number of users. It will be fixed as soon as the definitive mobility plan is known. An "à la carte" service will not be possible: costs will be shared amongst all persons using the service.

Appendix VI : Why are child pedestrians at risk?

Children are considered vulnerable road users because up to the end of primary cycle (age of approximately eleven years) they may not be developmentally ready (i.e. they do not have the physical and cognitive skills) to make safer judgements and choices of their own about traffic. Parents, carers and educators need to be aware of this and adapt their own behaviour accordingly.

Child pedestrians are at risk because physically they have:

- Developing peripheral vision. Children are less likely to notice objects not directly in front of them as their peripheral vision is still developing (it is one-third of an adult's field of vision). Unless they turn their heads, they may not notice vehicles to their right or left.
- Developing directional hearing. Children may often have problems working out where sounds are coming from and may expect traffic to come from the wrong direction.
- A smaller stature. Because of their size it is often difficult for drivers to see children, especially when standing between parked cars.

Child pedestrians are at risk because cognitively they have:

- A limited sense of perception. Children have trouble judging how fast a vehicle is coming towards them or just how far away a vehicle is. They may let a slow vehicle pass and then cross in front of a fast one.
- Poor search behaviour and do not take sufficient time to look when crossing the road. Children like to keep moving! As a result they may not wait for stop lights to change, for cars to stop at crosswalks or give enough time to complete a thorough search procedure before they step out onto the road.
- Unpredictable behaviour and do not consider the consequences of their actions. Children often have trouble stopping at the kerb especially if they are excited or are chasing a ball and may dart out onto the road without thinking.
- A tendency to be easily distracted. Children tend to focus only on the things that interest them most. They are easily distracted in the company of friends and cannot be relied upon to use safe behaviour consistently.
- Limited ability to respond quickly to a sudden change in traffic conditions. Children may be able to say when the road is clear and safe to cross but a sudden change in traffic conditions can cause confusion and panic.
- Difficulty seeing a situation from another's viewpoint. Children often think that if they can see a car approaching them the driver must be able to see them too.

Appendix VII : Suggestions form

We welcome your suggestions and comments on how to improve the school mobility plan.

Name

Address

Email contact Telephone contact

Cycle MAT PRI SEC

Date

My suggestion concerns (please highlight the area):

Car access - Car parking - Car kiss-and-go zone - Bicycle - Vélobus - Footpaths - Pédibus -
Train frequency - Train platform - Public bus route - Public bus timing - Public bus stop -
ATSEE bus route - ATSEE bus timing - ATSEE bus stop - ATSEE onboard supervision -
Navette start location - Navette return destination - Navette onboard supervision -
Navette timing - School bus platforms

1. Please describe the present situation which you would like to be improved.

2. Please describe your recommended solution and how it could be implemented.

3. Please explain how your recommendation would improve the situation.

Please provide additional information as necessary to support your proposal (eg. bus line no., maps, drawings, photographs, contact names).

Return form to: Lux II school secretariat / APEEE secretariat / ATSEE secretariat

Appendix VIII : Table showing elements of mobility plan for Lux.1 and Lux.2

Element	Kirchberg	Mamer
Pedestrian and cycle routes from nearby residential zones.	<p>Secure bicycle storage location on site, capacity 50 (next to main entrance).</p> <p>VelOH bicycle hire and return facility located next to main car park.</p> <p>No Pédibus or Vélobus initiatives by Ville de Luxembourg.</p>	<p>Secure bicycle storage location on site, capacity 70.</p> <p>VelOH contacted to instal bicycle hire and return facility on or near the school campus</p> <p>Pédibus and Vélobus could be organised with Mamer+Bertrange communes as the new school is a public establishment within their territory. Parents willing to run Vélobus and Pédibus from Strassen commune are invited to contact APEEE.</p>
Train (CFL).	No stop.	<p>Specific train stop – but formal APEEE recommendation to parents not to use this unless minimum safety improvements are made including widening of platform, building of shelters, installation of sonic alarm.</p> <p>Luxembourg authorities confirm unsuitable for use by children below 12.</p>
Specific school bus routes from Luxembourg City (NB. these buses are potentially accessible by other passengers).	8 routes – line nos. 29 (Rollingergrund), 30 (Dommeldange), 31 (Cents), 32 (Hamm), 33 (Gasperich), 34 (Merl), 35 (Val Ste Croix), 36 (Limpertsberg).	None, because Mamer is outside city limits.
Public bus routes from Luxembourg City	4 routes – line nos. 1 (Bouillon), 7 (Bertrange), 16 (Aéroport), 18 (Kockelscheuer).	None, because Mamer is outside city limits. Exceptionally, line no.8 will be extended through Strassen to the new school.
RGTR bus routes from all over Luxembourg.	None.	7 routes – line nos. 218 (Messancy), 222 (Steinfort), 240 (Clemency), 248 (Eischen), 250 (Redange), 255 (Septfontaines) and 260 (Keispelt) which already pass close by the new school and will be extended onto the site in the morning and at the end of the school day.
Public minibus service within commune.	None.	Strassen/Bertrange "deBUS" passes close by Mamer school (Domaine Schwall). In Strassen it only covers industrial zone but in Bertrange it covers residential areas.
Specific school bus routes within commune for nursery and primary pupils.	None.	Transport should be organised by Bertrange + Mamer communes as the new school will be a public school within their commune. Planned arrangements are not known.
Specific school bus routes from all over Luxembourg for secondary pupils.	None.	7 routes to nearby Lycée Josy Barthel – line nos. 337 (Sael), 338 (Greisch), 340 (Mersch), 341 (Limpach), 342 (Bascharage), 344 (Clemency), 982 (Gare Centrale). However timings are unsuitable for many (too early in morning, different end times).

Specific school bus routes from all over Luxembourg organised by ATSEE.	18 routes from all over Luxembourg – line nos. 50 (Mamer), 51 (Keispelt), 52 (Nospelt), 53 (Eischen), 54 (Bertrange), 55 (Mullendorf), 56 (Mersch), 57 (Steinsel), 59 (Remich), 62 (Dudelange), 63 (Bascharage), 65 (Consdorf), 66 (Ernzen), 67 (Trintange), 68 (Niederanven), 69 (Wormeldange), 70 (Dalheim), 71 (Grevenmacher).	14 routes from Western quarters of Luxembourg City and all over rest of Luxembourg – line nos. 64 (Bascharage), 72 (Belair), 73 (Beggen), 74 (Hollerich), 75 (Cents), 76 (Limpertsberg), 77 (Howald), 78 (Steinsel), 79 (Mersch), 80 (Grevenmacher), 81 (Sandweiler), 82 (Junglinster), 83 (Bettembourg), 84 (Strassen).
Specific ATSEE school bus routes to the other European School.	None.	3 routes to Kirchberg school will pass by Mamer school – line nos. 50 (Mamer), 53 (Eischen) and 62 (Nospelt). However timings are unsuitable for many (too early in morning, too late at night).
Navettes with adult supervision to allow safe use by children in nursery and primary cycles. Also requires adequate parking and safe waiting area.	None.	5 departure points – EE1 Kirchberg, ESTAT, BEI, OPOCE, Cloche D'Or.
Private car.	<p>Individual car pooling arrangements.</p> <p>Kiss-and-go zone (driver to stay in vehicle) next to Primary building, capacity 30 cars.</p> <p>Long stay parking within 5 minutes walk, capacity 400 cars (Blvd.Adenauer P+R).</p> <p>Used by majority of children in nursery and primary cycles (because 80% of families anyway work on Kirchberg).</p>	<p>Individual car pooling arrangements.</p> <p>Kiss-and-go zones (driver to stay in vehicle) next to CPE, Nursery, Primary and Administration buildings, capacity 100 cars.</p> <p>On site parking capacity 300 cars. Flyover access from main road. Single entry point and roundabout restrict absorption capacity per hour.</p> <p>If the mobility plan works (especially the navettes) only 20% of children are expected to travel by private car (mainly those in nursery cycle).</p>

Appendix IX : ATSEE enrolment forms 2012-2013

- a) European Official
 - Bus / Shuttle

- b) Private
 - Bus, zone A
 - Bus, zone B
 - Bus, zone C
 - Bus, zone D
 - Shuttle

It is important to use the correct form

TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

EUROPEAN INSTITUTIONS

Inscription form 2012/2013

Paid directly by your institution .

EIB/FEI : amount deducted from your child allowance.

For children in maternelle: no allowances paid by the institutions, fill out the private form at half price.

Detached national expert: no allowances paid by the institutions, fill out the private form.

NAME and First name of the fonctionnaire **entitled to the allowances** of the european institutions:

Institution _____ N° matricule _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Bus n° _____ Stop _____

NAME	First name	Fill IN		Class	Section	Prim	Sec
		LUX I	LUX II				

Date :

Signature :

c/o Parlement Européen • Bâtiment SCH 01B006 • L- 2929 • Luxembourg • Tél. 4300 23945 •
ASBL R.C.S. Luxembourg F 4942
Compte: BCEE: IBAN LU37 0019 1106 1010 8000
atsee@europarl.europa.eu www.atsee.lu

TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

**PRIVATE
Zone A**

Inscription form 2012/2013

PRICE: **85 €** per month and per child for 10 month
For children in maternelle, half price : **43 €**

NAME and First name of Parents _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Bus n° _____ Stop _____

NAME	First name	Fill IN		Class	Section	Mat	Prim	Sec
		LUX I	LUX II					

Date :

Signature :

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TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

**PRIVATE
Zone B**

Inscription form 2012/2013

PRICE: **95 €** per month and per child for 10 month
For children in maternelle, half price : **48 €**

NAME and First name of Parents _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Bus n° _____ Stop _____

NAME	First name	Fill IN		Class	Section	Mat	Prim	Sec
		LUX I	LUX II					

Date :

Signature :

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TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

**PRIVATE
Zone C**

Inscription form 2012/2013

PRICE: **110 €** per month and per child for 10 month
For children in maternelle, half price : **55 €**

NAME and First name of Parents _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Bus n° _____ Stop _____

NAME	First name	Fill IN		Class	Section	Mat	Prim	Sec
		LUX I	LUX II					

Date :

Signature :

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TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

**PRIVATE
Zone D**

Inscription form 2012/2013

PRICE: **125 €** per month and per child for 10 month
For children in maternelle, half price : **63 €**

NAME and First name of Parents _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Bus n° _____ Stop _____

NAME	First name	Fill IN		Class	Section	Mat	Prim	Sec
		LUX I	LUX II					

Date :

Signature :

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TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

PRIVATE

SHUTTLE

Inscription form 2012/2013

PRICE: **130 €** per month and per child

NAME and First name of Parents _____

Private address : N° _____ Street _____

Postal code _____ Village _____

Tel :Private _____ Mobile _____ Office _____

E-MAIL address _____

Supervised shuttle bus

NAME	First name	Fill IN		Class	Section	Mat	Prim	Sec
		LUX I	LUX II					

Date :

Signature :

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Appendix X : Summary of ATSEE transport pricing zones

TRANSPORT

Association des Transports Scolaires des Elèves des Ecoles Européennes

TARIFS 2012/2013

Zone A		Zone B	
85	850	95	950
170	1700	190	1900
255	2550	285	2850
340	3400	380	3800
Zone C		Zone D	
110	1100	125	1250
220	2200	300	3000
330	3300	375	3750
440	4400	500	5000

MATERNELLE (demi tarif)

Zone A	43
Zone B	48
Zone C	55
Zone D	63

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