

HOW MUCH EU? HOW MUCH SUBSIDIARITY?

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Florence, 9 March, 2015

UITP - CONNECTING THE WORLD OF PUBLIC TRANSPORT

- Global organisation for **local** public transport covering all modes,
- Members are operators and authorities, the public transport supply and service industry and scientific institutes,
- About **3,400** members in **92** countries,
- In Europe** UITP has members in **490** cities



PUBLIC TRANSPORT IN EUROPE

HEADLINE FIGURES

- Modal share in metropolitan areas: **15%**
- 190 million** daily passenger journeys
- 1.2 million** jobs (operators) and approx. **2 million** jobs in the entire supply chain
- Contributes **1 - 1.2%** of the EU's GDP
- Annual investment in public transport: approx. **40 billion EUR**

Source: UITP

CITIES AND URBAN MOBILITY

- Transport is a pillar of all economic, social and culture life in the EU
- 72% of the European population lives in cities
- 85% of Europe's GDP is generated in cities
- One quarter of transport CO₂ emissions comes from urban transport
- Up to 70% of other pollutants are due to urban traffic



THE BENEFITS OF LOCAL PUBLIC TRANSPORT

- **PT empowers the economy**
- **PT creates jobs**
- **PT means sustainable mobility**
- **PT means safe transit solutions for people with reduced mobility and the elderly PT ensures social cohesion**
- **PT improves citizens' health and safety**
- **PT makes cities more livable**

UITP STRATEGY FOR THE SECTOR : 2025 = PTx2

- Doubling the market share of public transport worldwide by 2025 (PTx2).
- Bringing about change by:
 - Setting out a galvanising goal for the sector,
 - Developing high quality public transport,
 - Fostering a more supportive policy environment.



EU support is absolutely needed

EU INTERVENTION

Transport is a shared responsibility – subsidiarity principle

EU supports the development of PT through :

- Policy and legal framework**
- Funding for implementation**
- Funding for research and innovation**
- Facilitating the exchange of experience and best practices**

For each type of intervention, the same question: How much EU, how much subsidiarity do we need?

A FEW EXAMPLES: TICKETING

The policy framework focuses on establishing a pan-European ticketing and information system by 2020:

- Fear that the costs of such a system might end up as a burden on local public transport.**
- Doubts as to whether such an approach to a pan-European ticketing system is feasible.**
- Questionable how many passengers will really be able to benefit from such a system.**
- Strongly believes in a bottom-up approach.**
- More important to focus on the need for better journey planners for Public Transport.**

A FEW EXAMPLES: PSO REGULATION

PSO Regulation applies to passenger transport services by rail or by road submitted to PSOs and requiring the granting of financial compensation and/or exclusive rights, BUT:

- It does not interfere with the institutional structure of Member States;**
- It does not impose or define any public service obligation;**
- It does not impose social, environmental or quality criterias;**
- It does not interfere with authorities's decisions on how to organise public transport services;**

A FEW EXAMPLES: PSO REGULATION

-Even after the end of the transition period, competent authorities will still have various tools to organise their PT services and to award their PSC:

- Deregulated markets are allowed**
- Controlled competition is allowed**
- Closed markets are allowed**
- Mixed systems are allowed**

A FEW EXAMPLES: PSO REGULATION

But subsidiarity is questioned in the current revision process. UITP is particularly concerned with :

- Modification of the definition of the competent local authority**
- Modification of the PSO definition**
- Compulsory Public transport plans**

A FEW EXAMPLES: EFSI

- Urban public transport is completely in line with the priorities expressed by President Juncker in his political guidelines**
- Investing in public transport is impactful**
- It is time to overcome the contradiction of a European strategy increasingly impacting urban areas and a reluctance to financially support this strategy because of the principle of subsidiarity.**