



9TH FLORENCE RAIL FORUM

# 4TH RAILWAY PACKAGE - TENDERING OF PSO

# WHAT ARE THE REMAINING CHALLENGES?

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# UITP - CONNECTING THE WORLD OF PUBLIC TRANSPORT

- “ UITP is the global organisation for **urban, suburban and regional public transport**
- “ Members are the operators and authorities, policy decision-makers, scientific institutes and the supply/service industry.
- “ All local public transport modes covered
- “ 3,400 members in 92 countries

**UITP in Europe has members in 490 cities**



# **PUBLIC TRANSPORT IN EUROPE**

## **HEADLINE FIGURES (EU-27)**

- “ **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**

*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 towns and 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

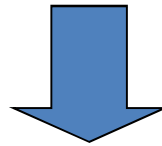


Roadmap to a Single



# **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,
  - Fostering a more supportive policy environment.



*Developing high quality public transport*  
**Grow with Public Transport Campaign**



# **SUBURBAN AND REGIONAL RAIL IN EUROPE**

- “ **Almost all services are covered by public service contracts**
- “ **50% of those contracts are awarded directly, the other half is tendered**
- “ **Those services are very often coordinated and/or scheduled with other public transport services (information, fares, tickets, ..)**
- “ **90% of all rail passengers travel on regional and suburban rail services**



# SO WHAT?

- There is a high diversity of situations and solutions in Europe. The European legal framework should refrain from prescribing the details
- Tendering procedures should be the rule with the possibility of direct awards
- No one single model for the separation of infrastructure and operation but:
  - Strong national regulator to guarantee fair and non-discriminatory access to infrastructure
  - Involvement of operators into decision making about access and development of infrastructure



# UITP'S PRIORITIES FOR THE EUROPEAN TRANSPORT POLICY

## “ A specific legal framework for transport

- ▶ Based on a dedicated EC Treaty provision (Title VI of the TFUE) and specific legislations such as Regulation 1370/2007
- ▶ It is of utmost importance that this specific framework is maintained versus application of general regime

## “ Legal certainty and regulatory stability

- ▶ Sector characterised by very lengthy economic cycles
- ▶ Prerequisites for the substantial long-term investments necessary for dealing with expected increase in traffic



# UITP'S PRIORITIES FOR THE REVISION OF REG. 1370/2007

## “ No impact on urban and local public transport:

- Discussions should be limited to what is strictly necessary to reach the opening of the rail market objective.
  - No need for the introduction of compulsory and over-detailed public transport plans
  - No need for a modification of the local competent authority's definition...
  - One positive point: introduction of a clear recognition of the concept of network effect

# UITP'S PRIORITIES FOR THE REVISION OF REG. 1370/2007

## Opening of the suburban and regional rail market

- ▶ Tendering of rail PSCs
- ▶ Strictly limited possibility of direct awards
- ▶ UITP strongly against amendment 50 of EP “assessment of compliance with quality and efficiency criteria” leading to legal uncertainty
- ▶ Effective opening of the passenger rail market, carried out within a reasonable timeframe (2019 ?, 2022 ?...)

# **UITP'S PRIORITIES FOR THE REVISION OF REG. 1370/2007**

## **Access to rolling stock**

- ▶ **Proper access to rolling stock represents in most cases the main barrier to effective opening of regional and suburban rail markets**
- ▶ **UITP favourable to the introduction of an obligation to ensure effective and non-discriminatory access to suitable rolling stock.**



Thank you for your  
attention

