

# **HOW MUCH EU? HOW MUCH SUBSIDIARITY?**

Thomas Avanzata  
Director of European Department

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 CO<sub>2</sub> 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.**