International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público

EUROPEAN UNION

Position paper

Prise de Position – Stellungnahme

DECEMBER 2008

# Achieving economic recovery while realising the environmental and social objectives of the European Union: Contribution of Public Transport

Memorandum for the Czech Presidency of the European Union

UITP (Union Internationale des Transports Publics) is the international organisation of public transport, it is based in Brussels and covers all urban, suburban and regional public transport modes (bus, metro, light rail, regional rail and waterborne public transport). It gathers over 3.100 members worldwide, public transport operators, their authorities and suppliers.
In the European Union, the UITP EU Committee (EUC) represents the views of the public transport undertakings of the 27 member countries. It is closely following and participating in the elaboration of the different European policies and initiatives that have an impact on urban, suburban and regional public passenger transport.

**Urban areas represent the backbone of economic wealth creation**

Urban areas are the places where business is done and investments are made. The attractiveness of European cities is a key element in enhancing their potential for growth, innovation and job creation. Urban areas will represent the motor for economic recovery.

At the same time, cities are confronted with the most transport-related environmental and health problems linked to high levels of traffic and congestion, poor air quality, high noise levels, high numbers of accidents, etc. The cost of road traffic congestion alone will reach 106 billion € by 2010 for the whole EU area.

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**Preparing the future and fighting against climate change must also address the specific situation of urban transport**

With the clearly perceptible climate change as well as the significant energy import dependency, in particular for fossil fuels, the EU is facing unparalleled challenges.
Currently, urban transport, in particular motorised private transport, relying almost entirely on fossil fuels, accounts for 40% of GHG emissions of the total road transport sector and up to 70% of other pollutants from transport.

**Technology alone can not deliver the required change within an appropriate time frame without other measures and changes in the mobility behaviour of citizens.**

New engine technology, better fuels and other improvements have not had the required significant overall impact on reducing Green House Gases (GHG) as these gains are offset by the sheer growth in traffic, particularly in urban areas. Higher comfort levels in many vehicle specifications such as air conditioning and GPS also increase energy consumption and therefore increase emissions as well.

**Modal shift to public transport, walking and cycling should be a main objective for the EU**

**$CO_2$ emission per passenger per mode**
*Average occupancy of vehicles*
*(Source VDV, Germany)*

| | |
|---|---|
| Car | 215,3g $CO_2$/km |
| City bus (12 m) | 66,4g $CO_2$/km |
| Metro | 24,7g $CO_2$/km (*calculation based on the German energy mix for electricity production*) |

Emissions per passenger/km
**are 3,24 to 8,71 lower**
when public transport is used!
(At peak times when most transportation problems in urban areas occur, public transport has an even bigger advantage over the private car)

As it takes around 20 years to renew a national vehicle fleet, transition technologies and modal shift must bridge the gap. Urban sprawl makes all transport less efficient but shifting more trips to public transport (bus, and rail), walking and cycling from individual car use can help reduce national CO2 levels and stop the worsening trend.

**Last but not least, where there is mobility, there is social inclusion**

The ability to access – in the spatial sense – jobs, education, health services, and other facilities is a key factor of social inclusion. Barriers to spatial mobility include problems of awareness, availability, physical accessibility, and affordability. Within this context, public transport facilities and services are an essential component to re-connect socially excluded citizens to the social and economic structures of society.

**Conclusion:** Modal shift and change of personal mobility choices represent major stakes for the development of sustainable urban mobility policy. Supporting and encouraging those efforts should be one of the political priorities of the European Union.

## PRIORITIES FOR THE FIRST SEMESTER 2009:

### Investments into better and more public transport as part of a Europe-wide economic stimulus package:

Urban areas represent the economic motor of the European Union. In order to ensure good accessibility for all to the different functions of the city (employment, education, health, leisure, …) effective and efficient urban and suburban public transport networks are essential.

Within the ongoing discussion about higher levels of public investment for infrastructure development, it is important to also adapt and extend the capacity of the current public transport networks to offer attractive mobility solutions as a basis for sound economic development whilst reducing congestion, accidents, climate change and local pollution.

In addition public transport networks also enable social inclusion and provide stable local employment. In the European Union the EUC estimates that public transport operators offer 900.000 direct jobs and studies suggest that every direct job in public transport is linked to 4 jobs in other sectors of the economy.

Investment into better and more public transport represents an indispensable element for supporting sustainable economic growth in European urban areas.

**Priority n°1: Urban, suburban and regional public transport networks should specifically be include into the future transport infrastructure investments**, as part of the national and European economic stimulus packages.

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### Internalisation of external costs of transport:

The development of a general framework for the introduction of concrete measures to internalise external costs of transport is particularly sensitive in urban areas.

The general objective of the Commission's initiative to propose a strategy to internalise external costs generated by transport on the principle of "polluter pays" is welcomed by the EU members of UITP (EUC). Fair transport costs would encourage transport users to choose the most sustainable transport mode, it would improve the efficiency of infrastructure use and it would reduce negative externalities. The EUC supports the Commission's view that other tools such as regulation, infrastructure development policy or research support may be used to mitigate such externalities.
It will remain important to recognise the development of public transport as a way of minimising external costs.

In the framework of those ongoing discussions, the members of the UITP EU Committee wish to recall the main principles to be fulfilled for the internalisation of external costs of transport in urban areas.

**<u>Priority n° 2</u>: Internalisation of external costs has to be suitable for achieving sustainable urban mobility by:**

- o promoting modal shift from private car to public transport and
- o creating a level playing field through fair pricing of external costs for all transport modes

1. Sustainable financial streams should be created from the less to the more sustainable modes of transport, such as public transport. Collected funds should therefore be primarily earmarked for the development of public transport.
2. Such a system/methodology of internalisation of external costs should also recognise the unique characteristics of urban areas and propose a sufficiently flexible approach within the framework of local decision making.
3. A wide range of externalities should be taken into account. They should be calculated on the basis of objective data (e.g. data derived from monitoring processes, where available, European norms should be used). Externalities to be considered should encompass accidents, congestion, pollution, noise, greenhouse gas emissions, land use, others, …

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## Passenger rights and obligations in the field of urban and suburban public transport:

Customer focus is an essential element in the development of high quality public transport. In line with Regulation 1370/2007 (public passenger transport services by rail and by road) decisions about the extent and level of passenger rights lay within the responsibility of local authorities.
Depending on various local circumstances, operators and local authorities have different duties for the delivery of service to customers. Their aim will be to work together to secure improvements for customers; they will agree how their responsibilities are allocated and will keep this under regular review.
The UITP EU Committee, working together with many of its members, developed in autumn 2006 a Charter on passenger rights, as a tool providing an opportunity to reinforce the dialogue between operators, authorities and customers.

**<u>Priority n°3</u> – Clear differentiation in the current and future EU legislation on passenger rights between the different transport services:**

1. Urban and suburban public passenger transport is very often multi-modal. The different modes are integrated into one network with one information and ticketing system. It should not be subject to different passenger rights legislations depending on the mode (different rights for bus, metro, tram or suburban rail passengers).
2. Those services are very often subject to public service requirements including quality levels of service, etc.. set by the responsible local authority. In line with Regulation 1370/2007 (public passenger transport services by rail and by road) decisions about the extent and level of passenger rights lay within the responsibility those local authorities. No further EU-regulation is needed in this sector.
3. Local and regional public transport services should be excluded from the scope of passenger rights legislation addressing long distance services (rail and road).

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