

# PRESS RELEASE

## FINDING THE RIGHT BALANCE TO HELP BUILD CLEANER CITIES

**As the European institutions are in the final stages of approving the Directive on the promotion of clean and energy-efficient road transport vehicles, UITP issued a letter to the members of the European Parliament included in the discussion to express its concerns on various elements of this new policy.**

Since the [Clean Vehicles Directive](#) was first tabled, UITP, and its members, has constructively worked with the EU institutions to improve the proposal, which it considered could become an important step to reduce CO2 emission in urban areas.

However, UITP would like to remind decision-makers that **more public transport** means **cleaner transport** overall. A text that would lead to less public transport, higher ticket prices or less reliable services would be counterproductive.

Both the European Council and Parliament positions add relevant fuels such as biofuels and synthetic fuels, which UITP fully supports.

However, we believe that hybrid vehicles should explicitly be included in the definition of a clean vehicle, as they are a valuable transition technology for many cities.

*“Our sector is already committed to renewing its bus fleet and using ever cleaner technologies, even without obligations to do so. But for some Member States the proposed quotas are still unrealistic. A longer transition period or more flexible quotas would allow European cities to find the right solution for their circumstances, and would also be an opportunity for the European bus manufacturing industry to answer the demand and be competitive in front of non-EU suppliers.”*

**Ulrich Weber, Chair of the UITP EU Committee and Head of Subsidies/EU Affairs  
Department, Stuttgarter Strassenbahnen (SSB), Germany**

EU decision makers should take into account that using the Clean Vehicles Directive as a broad inter-sectoral industrial policy could put a disproportionate financial burden on the European public transport industry due to high costs for new vehicles, charging infrastructure,

transforming depots and training of maintenance workers. Far from facilitating the development of our industry, this could negatively impact public transport.

The shift towards cleaner bus fleets in urban areas, requires careful planning and we can only appreciate the proposal of the European Council to extend the transition period.

The public transport sector welcomes the Clean Vehicles Directive on the promotion of clean and energy-efficient road transport vehicles, as long as it could potentially hamper the progress of local actors in the fight against climate change in urban areas.

*“In average, public transport consumes 3 to 4 times less energy per passenger than individual cars and represents less than 10% of the whole energy consumed by urban mobility. The directive puts the highest stress on a sector that already improves the quality of life in European cities, but it remains silent about how it should be financed.”*

**Pere Calvet,  
UITP President**

**General Manager of Ferrocarrils de la Generalitat de Catalunya**

UITP and the European public transport sector is hoping the EU decision makers will find the right balance to spur the development of innovation in the sector to help build cleaner European cities.

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**UITP is the international association representing public transport stakeholders. In the European Union, UITP brings together more than 450 urban, suburban and regional public transport operators and authorities from all Member States. We represent the perspective of short distance passenger transport services by all sustainable modes: bus, regional and suburban rail, metro, light rail, tram and waterborne.**