

PRESS RELEASE

Fourth railway package: Limit the revision of Regulation 1370/2007 to what is necessary for the opening of the domestic rail passenger market

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UITP, EMTA and EPTO have joined forces to warn of the dangers of unnecessary and too far reaching changes to the legal framework for local public transport in Europe currently being discussed in the European Parliament.

The current framework (Regulation (EC) N° 1370 in October 2007) entered into force on December 3, 2009 and is less than half way through the transition period for its full introduction.

On January 30, 2013, the European Commission adopted its fourth Railway Package, which includes a proposal to amend Regulation (EC) N° 1370/2007 to allow for the opening of the market for domestic rail passenger transport services. As well as the expected changes, the Commission has opened some sensitive, controversial and unexpected issues. Taken with the 400 amendments tabled by the European Parliament these create an unhelpful climate of uncertainty in the local, urban and regional transport sector.

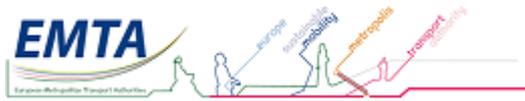
Many operators and organising authorities in Europe are concerned that Regulation (EC) N° 1370/2007 is being taken apart before it has had a chance to prove itself.

For all these reasons, UITP, EMTA and EPTO call on the EU institutions to limit the current revision process to the minimum changes that are necessary to open the domestic rail passenger market to competition.

"The fourth Railway Package is a huge and complicated project," said Alain Flausch, Secretary General of UITP. "It is therefore important to avoid unnecessary additions that are irrelevant to the key objectives and which risk destabilising the legislation that has only recently been agreed upon."

"EPTO is fully supporting the European political objective of opening the domestic passenger rail markets for competition," stated Michel Quidort, chairman of EPTO. "However, EPTO is worried by the current legislative initiative that appears aimed at destabilising the well-balanced political compromise in Public Service Regulation EC 1370/2007."

"The Commission's proposal to amend the PSO Regulation (1370/2007) should keep strictly to the original objectives of this package to create equal opportunities for new railway enterprises to enter the domestic rail passenger market," says Geoff Inskip, president of EMTA. "Some of the proposals in the legal framework go too far affecting other modes of urban rail and therefore risk impeding that objective. This creates uncertainty and will deter rail operators from investing in railway services."



For further information, please contact:

UITP

Andrew Canning

Press & Media Manager UITP

Phone: +32 2 663 66 39

email: andrew.canning@uitp.org

Sylvie Cappaert-Blondelle

Director Communications & Publications

Phone: +32 2 661 31 91

email: sylvie.cappaert@uitp.org

UITP is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide cooperation, business development and the sharing of know-how between its 3,400 members from 92 countries. UITP is the global advocate of public transport and sustainable mobility, and the promoter of innovations in the sector.

www.uitp.org

EPTO

Jan M. Möllmann - Secretary General

Phone: +32-477-909126

Mobile: +49-151-42635679

fax : +49-3212-6655626

email: jan.moellmann@epto.net

EPTO is the association of the European Passenger Transport Operators, whose members are the 9 largest public transport Groups in Europe. EPTO promotes the development of a competitive market structure for the supply of public transport services and supports the opening of the passenger transport markets in Europe. For more information see www.epto.net

EMTA

Ruud Van der Ploeg - Secretary General

Mobile: +31655890365

email: ruud.vanderploeg@emta.com

EMTA is the association of Public Transport Authorities in charge of organising, planning and financing the urban transport networks of the major metropolitan areas across Europe with a view to achieve sustainable mobility while ensuring social cohesion and supporting economic growth.

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