



## PRESS RELEASE

### Ongoing process on rail market opening: Major public transport associations express strong concerns

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The International Association of Public Transport (**UITP**), the association of the European Passenger Transport Operators (**EPTO**) and the association of Public Transport Authorities in the major metropolitan areas (**EMTA**) firmly support the political objective of opening the domestic passenger rail markets to competition as well as the ongoing legislative procedure<sup>1</sup>.

Nevertheless, UITP<sup>2</sup>, EPTO and EMTA are of the opinion that the principles underlying certain amendments tabled in the European Parliament may not only jeopardise the market opening of closed markets which is the key objective of this package, but also pose a threat to currently established and well-functioning markets at EU member state levels with competitive structures.

In particular, compromise amendments on public transport plans, contracts' volumes, reciprocity and above all on direct award, undermine the associations' absolute priorities to avoid legal uncertainty, to limit the revision process of regulation 1370/2007 to the minimum changes that are strictly necessary to open domestic rail passenger markets to competition and to keep existing liberalised markets open.

"The modification of the regulation should be limited to the award of heavy rail contracts, which is the main objective of the fourth railway package. The very lengthy economic cycles in public transport are not compatible with a shifting regulatory context and legal uncertainty risks to put a brake on the substantial investments that are absolutely necessary for dealing with the growth in traffic," stated **Nicolas Blain**, president of the UITP EU Committee.

"EPTO is worried to see that the current amendment proposals still seem to provide wider opportunity for discretionary direct award which in parts of Europe in fact could deprive passengers and tax payers from the large benefits in terms of quality and cost achievable through liberalisation," stated **Michel Quidort**, chairman of EPTO.

"The far too detailed compromise proposal on public transport plans creates extra administrative burdens and uncertainties for competent local authorities responsible for urban transport," says **Geoff Inskip**, president of EMTA.

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<sup>1</sup> The European Parliament's first reading on the Fourth Railway Package and in particular on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail is scheduled to take place on Wednesday 26<sup>th</sup> February 2014.

<sup>2</sup> SBB (Swiss Railway Company) and VR (Finnish Railway Company) do not fully share UITP's position



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The International Association of Public Transport (UITP) is a passionate champion of sustainable urban mobility and is the only worldwide network to bring together all public transport stakeholders and all sustainable transport modes. We have 1,300 member companies giving access to 14,000 contacts from 92 countries. Our members are public transport authorities and operators, policy decision-makers, research institutes and the public transport supply and service industry. Visit our website [www.uitp.org](http://www.uitp.org)

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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](http://www.epto.net)

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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.  
[www.emta.com](http://www.emta.com)