PRESS RELEASE

NO NEW PUBLIC POLICY GOALS WITHOUT NEW PUBLIC FUNDING

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While UITP welcomes the intention to promote clean and even zero-emission buses, the revision of the Clean Vehicles Directive will place a huge economic burden on the public transport sector, cities and regions - in its position paper, UITP therefore calls for realistic targets and for clarity about who will cover the additional costs.

In April, UITP published a detailed position paper on the Commission proposal to revise the Clean Vehicles Directive 2009/33/EU.

The paper highlights aspects not sufficiently covered by the legislative proposal, such as the full costs for the public transport sector, which – beyond the vehicles – include the set-up of charging/refuelling infrastructure, modifications of the bus depots and maintenance workshops, as well as the training of staff.

UITP estimates that the real costs are more than ten times higher than what is stated in the Commission’s impact assessment.

"Our sector is committed to renewing its bus fleets and using ever cleaner technologies. But this legislative proposal makes it an obligation for every transport network, yet it remains silent about who should finance the implementation of these new policy goals. Therefore, UITP calls for realistic targets and a clear mention in the Directive about who shall cover the additional costs."

Thomas Avanzata
EU Department Director

The position paper is available here: http://www.uitp.org/eu-position-papers
Note to Editors
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 1,500 member companies giving access to 16,000 contacts from 96 countries. Our members are public transport authorities and operators, policy decision-makers, research institutes and the public transport supply and service industry.
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CONTACT
THOMAS AVANZATA | UITP EUROPE DIRECTOR
+32 2 663 66 32 | EUROPE@UITP.ORG