→ Position

Single ticket: the view of local and regional public transport



Table of contents

Executive summary 4

Main challenges of the “single ticket” proposal 6

The loss of carrier control over risk 6

Serious threat to PSO financial sustainability 6

Structural misalignments and administrative burden 7

- Inherent problems in static minimum connection times 7
- Settlement mechanism 8

The “single ticket” terminology 8

UITP Europe recommendations 9

- Recommendation 1: Prioritise journey continuation over monetary compensation 9
- Recommendation 2: Maintain clear liability and fair re-routing limits 9
- Recommendation 3: Application date 10
- Recommendation 4: Ensure the effective involvement of railway undertakings in setting minimum connection times 10
- Recommendation 5: Encourage compensation agreements 11
- Recommendation 6: Adapt PSO contracts to new regulatory obligations 11

Conclusion 12

Annex: UITP proposal for amendments 13

Executive summary

UITP Europe represents public transport authorities and operators across Europe, including regional, suburban, and urban rail services running under Public Service Obligations (PSOs). While UITP fully supports the European Union's goal of making rail travel more seamless and attractive, we have deep concerns regarding the European Commission's proposal (COM(2026) 233) which introduces the single journey concept.

Recital 15 of regulation 2021/782 on rail passenger rights explicitly states that "**railway undertakings, ticket vendors, and tour operators are *free to determine their commercial practices***." Instead, The Commission's intention to extend the current "though ticket" regime, applying to a sole railway undertaking, to a mandatory "single ticket" status to all multi-operator journeys sold in a single transaction would restrict carriers' commercial freedom, remove operational control from them, significantly increase costs borne by them, and subsequently increase ticket prices for passengers. Railway undertakings, incl. regional operators running under PSO contracts, become fully liable for combinations of journeys they are not aware of, and have not been able to provision the costs for the implementation of the related rights. Such full liability regime, as proposed by the Commission, endangers the financial equilibrium of regional rail PSO operators and creates additional costs that could ultimately be reflected in ticket prices, to the detriment of rail attractiveness and, in the case of regional PSO services, the daily mobility of the European citizens. These costs are not confined to PSO regional services: the single journey requirements — in particular the full-chain liability attached to an unforeseen combination of journeys — are costly for all rail services, including commercial non PSO, long-distance services, where operators equally bear risks they have not been aware of.

UITP therefore proposes shifting the policy focus from monetary compensation to **guaranteed journey continuation** especially **for regional services running under public service contracts**, which mostly serve the daily mobility of European citizens, to preserve the economic viability and the financial attractiveness of public rail passenger services. In the same vein, especially for regional PSO services, **in-kind assistance**, i.e. meals, refreshments, overnight cost, should be guaranteed **in the event of a "last train of the day" scenario.** This approach should be without prejudice to further considerations of a more targeted application of these guarantees, taking into account the characteristics and scope of the journey concerned, including where different types of rail services form part of the same journey.

UITP proposes shifting the policy focus from monetary compensation to **guaranteed journey continuation, at least for regional services running under public service contracts**, to preserve the economic viability of public rail passenger services and the daily mobility of the European citizen.

Main challenges of the “single ticket” proposal

The proposed amended regulation introduces the category of a "single ticket", defining it as *two or more transport contracts for a single journey purchased in a single transaction from a carrier or intermediary*. Under the newly proposed Article 12(2), any rail operator, incl. regional operators running under a PSO contract, whose delayed or cancelled service causes a missed connection, is made fully liable under Articles 18, 19, and 20 for the entire journey.

The loss of carrier control over risk

Independent third-party booking platforms are granted the unilateral right to bundle separate transport contracts into a single transaction. Consequently, rail operators face open-ended liabilities for a full multi-operator travel chain without their explicit consent. As they will not be informed of the existence of the combination of their services in a single journey, they won’t be able to provision the costs for the implementation of the rights attached to the single journey in case of disruption or effectively organise the measures to be taken in the event of a missed connection. Such liability regime endangers significantly the financial equilibrium of regional rail PSO operators and creates operational difficulties. Furthermore, the resources allocated to transport operators under public service contracts are, to a certain extent, defined and limited by the specifications set by the competent authorities, without necessarily allowing sufficient flexibility during the performance of those contracts to adapt the resources to evolving needs – incl. regulatory changes.

Serious threat to PSO financial sustainability

If an intermediary bundles a regional PSO ticket into a long-distance itinerary, a minor delay on a regional segment could trigger, for the regional PSO operator, major delay compensation costs linked to the full price of the transaction, which may be disproportionate to the price of the ticket sold by the liable operator. The resulting increase in obligations and costs will ultimately place a burden on both public service operators and competent authorities. This does not correspond to the reality of the economics of PSO services:

- Many PSO operators cannot alter ticket prices because fares are strictly defined in public service contracts according to affordability policy considerations. Absorbing these new financial risks threatens their economic stability as they

may not necessarily be able to pass on all or part of these additional costs to the competent authorities within the framework of their contractual arrangements

- On the other hand, public transport authorities are in charge of making the best use of public money. Their budget is limited. Some are today already forced to reduce the transport offer to face the rising costs of energy. They will hardly be able to absorb a new financial risk.
- For PSO operators that can set prices, fares will inevitably rise to absorb the risk. This would penalise local daily commuters and contradict the policy objective of providing affordable transport to as many passengers as possible, potentially increasing transport poverty
- Increased financial uncertainty and costs associated to the single journey will reduce the attractiveness of public regional rail tenders in a sector that is already capital-intensive, hindering competition.

The same cost logic applies beyond PSO services. The single journey requirements are costly for all services: a long-distance or commercial operator whose train is included by an intermediary in a single journey it never agreed to faces liability for a travel chain it does not control and cannot provision for (economically or technically). Their costs differ in nature from those of PSO operators — they are commercial rather than budget-borne by authorities — but not in their effect: they translate into higher risk premia, higher fares or reduced offer.

Structural misalignments and administrative burden

Inherent problems in static minimum connection times

The proposal mandates strict adherence to minimum connection times formulated under the upcoming Telematics implementing regulation[1], in parallel to the obligation to sell single journeys as from 5 months before the date of the journey. UITP views static connection times as operationally unworkable:

- Connection risks increase with journey complexity; a 6-leg trip has higher statistical delay risks than a 2-leg trip.

[1] Commission Implementing Regulation (EU) 2026/253 of 6 February 2026 on a technical specification relating to the telematics subsystem of the rail system in the European Union for interoperability of data sharing in rail transport (TEL TSI).

- Real-time station dynamics change rapidly - such as sudden infrastructure maintenance rendering an elevator unusable - making static parameters obsolete.
- The Telematics regulation is only entering into force at the end of 2026. It is difficult to link a full liability to a system not in place, for which there is no return on experience.
- Minimum connection times are only workable if the railway undertakings that must operate and honour them have approved them, considering the specificities of the services they operate. UITP therefore considers that the definition of minimum connection times by station managers should require the involvement and approval of the railway undertakings concerned.

Settlement mechanism

Compensation between operators is considered necessary following a missed connection and the application of passengers' rights by another carrier than the liable one. Agreements between railway undertakings can be introduced to facilitate compensation for journey continuation.

The "single ticket" terminology

The "single ticket" represents the conclusion of two or more transport contracts for a journey purchased in the context of a single commercial transaction. The wording proposed by the Commission may need to be refined to improve the clarity of the concept behind it. Indeed, the terminology of "single ticket" could be understood as representing a single contract binding the passenger with all the carriers combined in this multi-operator route. UITP Europe prefers using the term "single journey", which refers more to a succession of transport contracts, unified simply by the factual nature of a single transaction, distinguishing the unit of movement (the journey) from the unit of the legal obligation (the contract).

Such a distinction also appears relevant to avoid passengers' confusion with a British saying commonly used for one-way trips ('single ticket').

UITP Europe recommendations

To fix these imbalances and align with the EU's simplification objective, UITP Europe urges European co-legislators to modify the proposal based on the following principles.

Recommendation 1: Prioritise journey continuation over monetary compensation

The primary objective of a transport contract is to ensure passengers reach their destination safely. For single journeys, the liability in Article 12(2) should be explicitly, at least for regional services running under public service contracts**, limited to a right of transport and rerouting,** subject to available capacity, and to **in-kind assistance in the case of a "last train of the day" scenario**:

- At least for regional PSO services, co-legislators should remove the requirements for automatic monetary delay compensation and reimbursement for the whole journey (Article 19) and in-kind assistance costs when passenger can be rerouted on the same day (Article 20) from the single journey scope within Article 12(2).
- The executing carrier operating the missed connection must ensure journey continuation on their next available service on the same day. If no other services of the executing carrier operating the missed connection are available on the same day, that carrier should offer journey continuation either on the same day on a third-party carrier's service (subject to seat availability and re-routing agreements between carriers), or on the next day on their own next available service.
- A reduced regime of the kind described above must not close the door on a more far-reaching solution where railway undertakings would continue to apply the current rail passenger rights regulation 2021/782, incl. the through-ticket regime.

Recommendation 2: Maintain clear liability and fair re-routing limits

If a passenger misses their final connection and the original operator runs no further services that day, the liable carrier should propose to the passenger a re-routing solution on the service of a third-party rail carrier at no additional cost for the passenger. The carrier shall also be able to organise re-routing via means of another mode of transport, if deemed necessary. If no solution is offered to the passenger within 100min, the passenger may organise his own rerouting, as per Art. 18.3, paragraph 2, of the current PRR. Within the first 100min following the disruption, the

railway undertaking should be given the choice between organising the passenger's rerouting or offering them to arrange the continuation of their journey themselves. In the latter case, reimbursement should be within reasonable cost limits.

If no same-day continuation is possible across any carrier, in-kind assistance and overnight accommodation should be guaranteed within reasonable cost limits. Journey continuation must then resume the following day on the next available train of the railway undertaking with whom the passenger had originally planned to travel within the single journey.

Recommendation 3: Application date

Existing public service contracts are based on multi-annual agreements on costs and service quality between authorities and operators. Both have little or no margin to increase the costs linked to the contractual service: operators have committed to run services based on a given compensation, authorities are responsible for organising transport services within a given public budget, and public budgets are hardly expandable.

Therefore, to properly cover the costs of rerouting and assistance, and to allow for stakeholders to develop the relevant IT infrastructure, UITP strongly recommends that **the timing of application of the revised regulation be lengthened.** The new rights should have a transition period of 24 months before their implementation. As far as PSO services are concerned, they should **take into account the length of existing PSO contracts**. Involved stakeholders will indeed need sufficient time to adapt and develop their IT systems to meet the sharing, hosting and display obligations, while developing the necessary coordination schemes to ensure the effective application of the rights associated with the single ticket. This timeline appears even more relevant in light of the latest revision of the PRR, which was adopted in 2021 but did not enter into application until 2023, with some provisions implemented as late as 2025.

Recommendation 4: Ensure the effective involvement of railway undertakings in setting minimum connection times

UITP Europe supports the requirement for railway undertakings, ticket vendors and tour operators offering single journeys to comply with the applicable minimum connection times established in accordance with Commission Implementing Regulation

(EU) 2026/253. However, passenger railway service providers must be effectively involved by station managers when establishing or modifying those times.

UITP Europe suggests **the introduction of 1) mandatory consultation by station managers of and approval by the concerned railway undertakings to define minimum connecting times adapted to each type of service (commercial/open access, national PSO, regional PSO services) and 2) a dynamic way to adjust minimum connection time after the purchase of the ticke**t for complex journeys or in the event of unexpected changes in the stations, offering the passenger a new, appropriate connection. The passenger may then be given the choice to accept the new connection or refuse it. If they refuse, there is no longer any liability linked to the connection time.

Recommendation 5: Encourage compensation agreements

Agreements between railway undertakings can be introduced to **facilitate compensation for journey continuation between railway undertakings,** who would define their form and terms.

Recommendation 6: Adapt PSO contracts to new regulatory obligations

New passenger-rights, ticketing, data-exchange and settlement obligations may create costs that were not priced into existing PSO contracts or those which are currently being prepared. These include technical integration, claims handling, customer service, rerouting, and financial guarantees.

The implementation of the Passenger Package should therefore encourage public transport authorities (PTAs) and public transport operators (PTOs) to address these obligations jointly and transparently within the framework of PSO contracts, in accordance with Regulation (EC) No 1370/2007.

Conclusion

A strong and dynamic Single European Railway Area requires a fair business environment. Forcing train operators to act as insurers for uncoordinated ticket bundles threatens the financial viability of rail services, putting at risk the economic equilibrium of public service contracts, and potentially leading to higher fares and/or reduced offer.

Therefore, for those services ensuring the daily mobility of the European citizens, UITP Europe therefore urges the EU co-legislators to move the single journey framework toward a **destination-oriented model, protecting passenger daily mobility**, **encouraging people to shift to rail, while preserving the economic viability of public rail passenger services**.

Contact persons

Anne-Laure Le Merre | anne-laure.lemerre@uitp.org

Annika Degen | annika.degen@uitp.org

Arthur Marsande | arthur.marsande@uitp.org

Annex: UITP proposal for amendments

Amendment 1 **Article 1 – point 1 – point c**	
Text proposed by the Commission	**UITP amendment proposal**
Point (20) is replaced by the following: '(20) 'missed connection' means a situation where a passenger misses one or more services in the course of a rail journey sold in the form of a ***single ticket***, as a result of the delay or cancellation of one or more previous services, or of the departure of a service before the scheduled departure time;	Point (20) is replaced by the following: '(20) 'missed connection' means a situation where a passenger misses one or more services in the course of a rail journey sold in the form of **a through-ticket or, for the purposes of Article 12,** a **single journey**, as a result of the delay or cancellation of one or more previous services, or of the departure of a service before the scheduled departure time;
Justification: *The "through-ticket" regime still co-exists alongside the new "single journey" regime. Adding here a reference to the "through-ticket makes it clear.*	
Amendment 2 **Article 1 – point 2 – point c**	
Text proposed by the Commission	**UITP amendment proposal**
2) Article 12 is amended as follows: ***(a) the title is replaced by the following: 'Tickets for journeys including one or more connections';*** ***(b) in paragraph 1, first subparagraph, the second sentence is deleted;*** (c) paragraphs 2 to 7 are replaced by the following:	2) Article 12 is amended as follows: ***(a)* Single journeys** ***(b) deleted*** (c) paragraphs 2 to 7 are replaced by the following:

2. For journeys involving long-distance or regional rail passenger services under a ***single ticket***, the railway undertaking whose delayed or cancelled or early departed service causes a missed connection with one or more services under that same ***single ticket*** shall be liable in accordance with ***Articles 18, 19 and 20*** for all relevant disruption occurring during the entire journey if the passenger misses one or more connections. Railway undertakings whose services under a ***single ticket*** are missed due to a missed connection shall allow the passenger to continue the journey on their next service, subject to the availability of seats.	2**.a.** For journeys involving long-distance or regional rail passenger services under a **single journey**, the railway undertaking whose delayed or cancelled or early departed service causes a missed connection with one or more services under that same **single journey** shall be liable in accordance with **Article 12a, paragraphs 1a, 1b and 1c**, for all relevant disruption occurring during the entire journey. Railway undertakings whose services under a **single journey** are missed due to a missed connection shall allow the passenger to continue the journey on their next service, subject to the availability of seats. **Without prejudice to a passenger's rights regarding the individual transport contract affected by the delay or cancellation, automatic financial compensation and in-kind assistance affecting the entire journey under a single journey shall not apply in respect of rail passenger services operated under a public service contract awarded in accordance with Regulation (EC) No 1370/2007.** **2.b. Where a passenger holding a single journey misses a connection and cannot continue on a later service of the same railway undertaking that day, the railway undertaking whose delayed or cancelled service caused the missed connection shall arrange,**

	at no additional cost for the passenger, to travel with another railway undertaking. If this is not possible, it shall provide the passenger with overnight accommodation, meals and refreshments within reasonable cost limits, and arrange for them to continue the journey on the next available service of the original railway undertaking the following day. **2.c. The railway undertaking whose delayed or cancelled service caused the missed connection may offer the passenger an alternative journey continuation solution involving other modes of transport, at no additional cost to the passenger.** **2.d. Where a passenger holding a single journey misses a connection and cannot continue on a later service of the same railway undertaking that day, the railway undertaking whose delayed or cancelled service caused the missed connection may entrust a third-party for the implementation of assistance and journey continuation rights. The transfer of tasks shall not affect the liability of the transferring railway undertaking.** **2.e Where the available re- routing options are not communicated to the passenger within 100 minutes from the scheduled departure time of the delayed or cancelled service or the missed connection, the passenger**

	shall be entitled to conclude such a contract with other providers of public transport services by rail, coach or bus. The railway undertaking shall reimburse the passenger for the necessary, appropriate and reasonable costs that he or she incurs. **This paragraph shall not affect national laws, regulations or administrative provisions which grant more favourable re-routing conditions to passengers.**
Justification: *Rail passenger services operating under Public Service Obligations (PSOs) run on strictly regulated tariffs set by public transport authorities and operate within fixed public budgets. They mostly ensure the mobility of commuters. Exposing PSO operators to multi-operator monetary compensation calculated against the entire single journey price (which may include high-cost long-distance legs) creates unpredictable financial risks that threaten public transport service levels, local budgets, and daily mobility. Passengers retain rights to, re-routing, and guaranteed journey continuation on the next available service of the same operator / of another operator provided the liable railway undertaking agrees.*	
Amendment 3 **Article 1 – point 2 – point c**	
Text proposed by the Commission	**UITP amendment proposal**
Article 12 paragraph 4 is amended as follows: 4. When offering ***single tickets***, railway undertakings, ticket vendors and tour operators shall adhere at least to the applicable minimum connection times laid down in accordance with Commission Regulation (EU) 2026/253*.'	Article 12 paragraph 4 is amended as follows: 4. When offering **single journeys**, railway undertakings, ticket vendors and tour operators shall adhere at least to the applicable minimum connection times laid down in accordance with Commission Regulation (EU) 2026/253*,

	established following mandatory consultations between station managers and the relevant operating railway undertakings, and approved by those railway undertakings. A minimum connection time shall not be considered applicable for the purposes of this paragraph unless it has been approved by the railway undertakings whose services are covered by it. **4a. Where unforeseen operational disruptions or station dynamics occur after ticket issuance, railway undertakings or intermediaries may dynamically offer an adjusted connection time, in agreement with all railway undertakings involved in the journey. If the passenger accepts the proposed new connection, the ticket vendor or railway undertaking shall update the booking accordingly.**
Justification: *Static minimum connection times under telematics standards are insufficient to capture real-time station dynamics (e.g., broken lifts, platform changes). Furthermore, railway undertakings must be actively involved alongside station managers in defining realistic connection parameters. Introducing a mechanism for dynamic adjustment by all concerned railway undertakings provides operational flexibility and protects both passengers and operators.*	
Amendment 4 **Article 1 – point 2 – point c**	
Text proposed by the Commission	**UITP amendment proposal** Article 12 paragraphs 6a (new) are introduced:

	6a. (new) Railway undertakings are encouraged to define fair, transparent and non-discriminatory compensation agreements. Such agreements should govern the efficient inter-operator financial settlement of re-routing, care, assistance, and journey continuation costs incurred under this Article.
Justification: *Fair and non-discriminatory compensation agreements will ensure that costs incurred by one carrier for re-routing and journey continuation are settled smoothly with the carrier or intermediary at fault, preventing administrative bottlenecks and financial imbalances. The form and content of such agreements will be defined by railway undertakings.*	
Amendment 5 **Article 1 – point 2 – point c**	
Text proposed by the Commission	**UITP amendment proposal** Article 12 paragraph 7 is amended as follows: **7.a(new) The obligations related to the single journey under Article 12 shall apply to public service contracts awarded under Regulation (EC) No 1370/2007 concluded after [date of entry into force of this Regulation]. Existing public service contracts shall remain subject to the legal framework applicable at the time of their conclusion until their expiry.**
Justification: *Public service contracts (PSOs) are multi-annual financial agreements with strict public budgets and regulated fares. Imposing new unbudgeted financial risks on ongoing contracts endangers the financial stability of public transport authorities and regional operators, thereby endangering the daily mobility of regional rail commuters. The*	

single journey regime should therefore apply to new PSO tenders and contracts going forward.	
Amendment 6 **Article 1 – point 2 – point c**	
Text proposed by the Commission	**UITP amendment proposal** Article 12 paragraph 7.c is introduced: **7c. (new) Competent authorities and railway undertakings shall ensure that the financial and operational impact resulting from the implementation of this Article—including technical data-exchange integration, claims processing, customer assistance, re-routing, and related financial risks—are jointly and transparently addressed within the framework of public service contracts in accordance with Regulation (EC) No 1370/2007.'**
Justification: *Public Service Obligation (PSO) contracts are multi-annual contracts governed by fixed financial compensations and regulated fares under Regulation (EC) No 1370/2007. The new obligations introduced by the Passenger Rights revision (IT integration, real-time data sharing, settlement systems, re-routing liabilities) generate substantial unbudgeted costs.* *This provision creates an explicit legal bridge between Regulation (EU) 2021/782 and Regulation (EC) No 1370/2007, ensuring that competent authorities and operators are legally supported in adjusting PSO economic equilibriums to cover the real administrative and operational costs of the single journey.*	
Amendment 7 **Article 1 – point 1.a (new)**	
Text proposed by the Commission	**UITP amendment proposal** Article 10 is amended as follows:

	The following point (3a) is inserted : **3.a (new) Ticket vendors and tour operators shall provide railway undertakings whose services form part of a single journey sold by them with the relevant information for the performance of the railway undertaking's obligations under this Regulation. Such information shall include the passenger's name and contact details, the identification of the single journey, the rail services comprising the journey, the railway undertakings operating those services, the relevant departure and arrival stations, the scheduled departure and arrival times, the applicable connection times, and the price paid for each rail service. This information shall be provided without undue delay following the purchase of the single journey, in an interoperable format that enables its exchange between the railway undertakings concerned.** The following point (3b) is inserted : **3.b (new) Railway undertakings whose services are sold in a single journey shall provide the other railway undertakings involved in that journey, in real-time, the information necessary for them to comply with their obligations under this Regulation.**

Justification: *Railway undertakings need timely and accurate information to fulfil their obligations towards passengers travelling on a single journey. When a ticket vendor or tour operator combines services without the railway undertakings' direct involvement, those undertakings may be unaware of the connections concerned and unable to anticipate or respond to disruptions. Ticket vendors and tour operators should therefore be required to share the relevant journey information with all operators involved. Additional obligations to exchange real -time information between providers would enable them to coordinate rerouting and effectively assist passengers when connections are at risk or missed.*

Amendment 8

Article 1 – point 3

Text proposed by the Commission	**UITP amendment proposal**
3. in Article 19, paragraph 1 is replaced by the following:	3. in Article 19, paragraph 1 is replaced by the following:
'1. Without losing the right of transport, a passenger is entitled to compensation for delays from the railway undertaking if he or she is facing a delay between the places of departure and final destination stated in the ticket or ***single ticket*** for which the cost has not been reimbursed in accordance with Article 18. The minimum compensation for delays shall be as follows:	'1. Without losing the right of transport, a passenger is entitled to compensation for delays from the railway undertaking if he or she is facing a delay between the places of departure and final destination stated in the ticket or **through-ticket** for which the cost has not been reimbursed in accordance with Article 18. The minimum compensation for delays shall be as follows:
(a) 25 % of the ticket price for a delay of 60 to 119 minutes;	(a) 25 % of the ticket price for a delay of 60 to 119 minutes;
(b) 50 % of the ticket price for a delay of 120 minutes or more.	(b) 50 % of the ticket price for a delay of 120 minutes or more.
Where a passenger has a single ticket for a scheduled journey of 12 hours or more between the places of departure and final destination as stated in the single ticket the passenger shall only be entitled to compensation under the first	**(*deleted*)**

subparagraph in relation to delays affecting the individual transport contracts in the execution of which the delays occurred. Where applicable, passengers shall be informed of that limitation prior to purchasing the single ticket. ***The second subparagraph shall not apply to single tickets which include a night train service or to single tickets which consist of only one through-ticket.'***	
Justification: *The existing through-ticket concept under the Rail Passenger Rights Regulation has been developed and refined over many years and represents a balanced allocation of rights and responsibilities between operators and passengers. Railway undertakings have built their operational planning, liability management, pricing strategies, and commercial agreements around this framework, and any modification risks disrupting arrangements that are functioning well and delivering genuine passenger protection today. The proposed framework for strengthened passenger rights should be distinguished from the existing through-ticket framework, which is based on a single contract of carriage. The proposed framework does not require such a contract and therefore needs a separate liability regime.*	

FIND ALL UITP KNOWLEDGE ON
MYLIBRARY
.UITP.ORG

This is an official publication of UITP, the International Association of Public Transport. UITP represents the interests of key players in the public transport sector. Its membership includes transport authorities, operators, both private and public, in all modes of collective passenger transport, and the industry. UITP addresses the economic, technical, organisation and management aspects of passenger transport, as well as the development of policy for mobility and public transport worldwide.

This publication was prepared by UITP EU Committee.

© UITP - All rights reserved - Responsible Publisher: Mohamed Mezghani,
Rue Sainte Marie 6, B-1080 Brussels, Belgium

Rue Sainte-Marie 6, B-1080 Brussels, Belgium | Tel +32 (0)2 673 61 00 |
info@uitp.org | www.uitp.org