

UITP PRIORITIES

FOR EU POLICY 2019-2024

72 % of Europeans live in urban areas.¹ Millions of people use local public transport every day. **A modal shift towards public transport – an increase in the daily use of public transport – means reducing CO2 emissions, preventing climate change², safer mobility, more local jobs, economic well-being, clean air, social cohesion and healthier citizens.** Therefore, public transport is a natural ally for policy-makers³ to reach a large number of European policy goals.

PUBLIC TRANSPORT MUST BECOME A TOP PRIORITY FOR THE EUROPEAN INSTITUTIONS

In order to spread this message, UITP launched the “European Mobility Manifesto” in 2019⁴, which received more than 300 signatures, 139 of which from decision-makers including many MEPs.

UITP represents more than 450 public transport operators and authorities in all EU Member States, and is an advocate for high-quality, sustainable collective and shared mobility that improves the daily life of EU citizens.

Here is how a modal shift to sustainable public transport can be achieved:

ENSURE MOBILITY IS ON TOP OF ALL RELEVANT NEW EU POLICIES

- Before suggesting any new legislation, **assess** whether it will contribute to **modal shift (will it benefit or harm the public transport sector)**;

¹ <https://www.pbl.nl/en/infographic/most-europeans-live-in-urban-areas>

² <http://oneplanet.uitp.org/manifesto/climate-action-manifesto/>

³ See, for instance, five policy objectives officially proposed in the EU Cohesion Policy for the period 2021-2027, which promote Europe that is smarter (PO1), greener (PO2), more connected (PO3), more social (PO4) and closer to citizens (PO5). Public transport is one of the very few sectors that deliver on all five objectives.

⁴ <http://mobilityontop.uitp.org/manifesto2019/home/>

- Make the **promotion of public transport** a priority in your institution's communication strategy: ensure regular tweets, photos and other messages about developments in the public transport sector (as well if not more than in other transport sectors, such as micro-mobility or cars which are less sustainable);
- Focus more strongly on the **environmental impact assessment** of any new legislation;
- **Consider the role and interests of public services** when drawing up a list of mobility data sets in the context of the implementation of the "Open Data Directive" (Dir. 2019/1024/EU); any initiative shall be governed by the principles of **reciprocity and level playing field** between all (public and private) actors active in the field of mobility, and should protect the general interest;
- Make use of Europe's **strong public transport sector and know-how for external policies** such as trade, foreign aid and the implementation of the Sustainable Development Goals.

PRIORITISE AN URBAN SHIFT IN THE EU BUDGET FOR MOBILITY INVESTMENTS

- Accompany any **new legislation** affecting the public transport sector – such as e.g. the Clean Vehicles Directive (EU) 2019/1161 – with a comprehensive **financing package** that will cover the additional costs borne by the public transport sector;
- Enable and support a **quick, non-bureaucratic creation of grant schemes** at national level for the purchase of more expensive clean and zero-emission vehicles and their infrastructure; the notification process for subsidies (required by state-aid rules) should be simplified, notably through accelerating the procedure and raising the threshold above which a notification is required;
- The EU must **strengthen future investment in sustainable mobility, for example through the Connecting Europe Facility (CEF)**. Taking into account that 90% of railway passenger journeys are done in regional and local railways⁵ and that local road transport should also benefit from urban nodes, **ensure that a substantial share of projects concern urban mobility; moreover, increase CEF funding for urban nodes** and regional public transport infrastructure on the comprehensive network from current **1% to 10%** of the CEF programme, also by using easy-accessible blending of different financial sources;
- Do not reduce the **European Regional Development Fund and the Cohesion Fund**, but maintain or increase those, as these are crucial funding sources for public transport infrastructure, especially in Central and Southern Europe and often used for small-scale

⁵ <https://www.uitp.org/sites/default/files/cck-focus-papers-files/Regional%20and%20Suburban%20Railways%20Market%20Analysis.pdf>

investment projects; describe more clearly the possibility to use such funds for public transport infrastructure and clean vehicles;

- **Contribute a larger share of the research budget to public transport**, with the aim to improve daily functioning of public transport operators; use new technologies and artificial intelligence for asset and demand management; support studies and pilots facilitating the deployment of clean propulsion technologies and new integrated mobility services; and make Shift2Rail more attractive and accessible to urban rail actors (both programme and participation-wise);
- Set up a grant scheme to support the **digitalisation** of the public transport sector.

SECURE PUBLIC TRANSPORT'S ROLE AS THE BACKBONE OF ALL MOBILITY SERVICES

- Continue creating a **level playing field** between modes taking into account their externalities, even when this means **reducing the current priority given to cars**. This could be achieved, for example, through:
 - the promotion of congestion charges depending on the local context;
 - taxation for CO₂-emitting modes;
 - a reduced VAT rate for public transport services (between 0-7 percent);
 - zero percent or advantageous energy taxation for public transport services;

This should go together with the **earmarking** of income from indirect beneficiaries (e.g. from congestion charges or taxation of CO₂-emitting modes) for the further development of sustainable public transport as a mobility alternative;

- Turn initiatives like **Cooperative Intelligent Transport Systems (C-ITS)** and the development of **autonomous vehicles (AVs)** into a true success story for future sustainable mobility by putting **public transport at their core**; this will not only increase the social acceptance of these technologies but also will make them for the benefit of all citizens; in actionable terms:
 - commission a study to explore how C-ITS and AVs can be used to improve overall mobility in cities, focusing on how these technologies can support shared and collective modes of transport;
 - when testing C-ITS and AV technology in the field, include a number of public transport use cases;
- Ensure that any **MaaS (Mobility as a Service)** governance framework effectively contributes to **modal shift** and guarantees the transport **authority's ability to organise mobility on its territory** on equal and inclusive terms (e.g. through setting fair and inclusive prices). MaaS should have public transport as its backbone, follow the principle of reciprocity (of data exchange and liability), impose data protection, and ultimately enable life without having to own a car. Local initiatives already exist and the lessons learnt from our sector should be taken into account.

GUARANTEE A TAILOR-MADE LEGAL FRAMEWORK TO KEEP MOBILITY ON TOP

- The public transport sector is based on long-term heavy investments. These lengthy economic cycles require long-term political and financial commitment, **legal certainty and regulatory stability**. Such is the case, for instance, for the PSO Regulation 1370/2007;
- During the upcoming revision of the **DAFI Directive** (Dir. 2014/94/EU), make the set-up of **charging and refuelling stations for buses a priority** – including the set-up on private property, for example at bus depots of the transport companies; **do not alter the list of alternative fuels** in order to maintain policy coherence with the recently-reviewed Clean Vehicles Directive;
- Instead of including mobility into cross-sectorial initiatives (last seen with open data and accessibility), prefer **tailor-made legislation** for the transport sector that takes into account its specificities;
- **DG MOVE should be involved** in any cross-sectorial initiative, for instance in drafting up the list of mobility data to be shared in the context of the implementation of the “Open Data Directive” (Dir. 2019/1024/EU), and should safeguard the interests of public transport companies;
- **Continue the standardisation** to embrace innovations and accelerate their deployment;
- Encourage local authorities to **capture the land value** following public transport infrastructure development works; this income can be re-invested in the further development of the public transport network.