

buses and
coaches,
a smart move
for our future!



PUBLIC DEBATE
EU PUBLIC-PRIVATE 'SMART MOVE'
HIGH LEVEL GROUP
RESULTS AND RECOMMENDATIONS



Brussels, 15 May 2013

RESULTS AND RECOMMENDATIONS OF THE EU PUBLIC-PRIVATE 'SMART MOVE' HIGH LEVEL GROUP (HLG)



EU Public-Private HLG



Shared vision:

- Buses, coaches and taxis – a key part of an inclusive and competitive EU public mobility & the optimal alternative to the private car
- Doubling the use of collective transport to become a formal EU policy and business objective

Method: A public-private partnership

1. Introduction

**Mathieu Grosch MEP (EPP, BE),
2011 EU Transport White Paper
*rapporteur***

2. European Commission comments Keir Fitch, Deputy Head of Cabinet, Vice-President Siim Kallas

**3. Intercity long distance
regular lines by bus and
coach,**

**HLG *Rapporteur* John
Gilbert and Ines Ayala
Sender MEP, (S&D, ES)**

Intercity and long distance regular lines



- Fair, efficient and cost-effective implementation of Regulation 181/2011 on the rights of bus and coach passengers throughout the EU, whilst respecting the industry specificity
- Do not increase the relative fiscal burden on the European bus and coach sector
- Facilitate the integration of scheduled bus and coach services in current and future multimodal journey planners
- European one-stop-shop on-line database with a list of multimodal coach stations in Europe

Intercity and long distance regular lines



- Make coach stations eligible for European funds, such as TEN-T funding
- Harmonise and simplify – within the next 3 to 7 years - existing VAT-related procedures to facilitate intra-EU and international coach transport
- Incentivise the use of greener transport solutions and services, whilst preventing distortions of competition
- Enable further market opening in intercity and long distance coach transport in Europe, and improve access to infrastructure (terminals, roads, dedicated lanes)

4. Group tourism by coach

HLG *Rapporteur* Yves
Mannaerts & Gesine
Meißner MEP (ALDE, DE) /
Philippe De Backer (ALDE,
BE)

Group tourism by coach



- Work out innovative ideas on safe, green, accessible and customer-friendly bus and coach vehicles of the future. Start by increasing the maximum weight of two-axle coaches
- Enable a multilingual European single window on access restrictions and low emission zones in European cities, and guidelines for those cities introducing such restrictions
- Clearly prioritise collective transport, including visiting touring coaches within sustainable urban mobility plans, over the use of the private car
- Fiscal system that would incentivise the use of greener transport solutions and services. "0 rate" VAT for all collective land transport modes, including coach travel, in the long run

Group tourism by coach



- Address the specific requirements of bus and coach businesses and their customers, to avoid inappropriate “one size fits all” rules in the regulatory, social (driving and rest time rules), rights of passengers, and technical fields. Establish an enlarged public-private stakeholders’ platform to identify legislative bottlenecks and propose solutions
- Develop, through public-private partnership, proposals to reduce administrative formalities and documentation, such as the journey form for occasional transport

**5. Urban mobility and
commuting, including taxis as
part of the mobility chain
HLG *Rapporteurs* Michel
Quidort and Hubert Andela &
Isabelle Durant MEP
(Greens/EFA, BE)**

Urban mobility and commuting



- So far, European legislation has helped to create a framework for greater liberalisation and market opening
- But a time has come to introduce European legislation that promotes travel by collective public transport over the use of the private car
- Innovative new solutions will be required to attract private investment into passenger transport

Urban mobility and commuting



- Public transport is a locally planned and organised business, requiring little regulation by European legislation. This should:
 - include appropriate monitoring on support for public transport from direct and indirect funding sources
 - facilitate European-wide best practice exchange
 - create an open, fair and non-discriminatory legal framework which encourages an entrepreneurial approach
- European legislation should be carefully assessed with input from the industry and in close cooperation with public transport authorities, leaving the solutions to be determined and implemented at the local level
- Regulation 1370/2007 on public passenger transport by rail and road in its future shape to remain the essential piece of legislation to achieve open, transparent and fair mechanisms to introduce and develop competition in the public transport market

Urban mobility and commuting



- EU-wide solutions enabling customers to obtain travel information through technologies, connected with existing locally developed system
- Sustainable mobility plans which are integrated with and take account of land use and development policy
- Public transport to be promoted over the use of the private car through tax incentives
- Flagged success stories, which yield increases in patronage at the lowest and most equitable cost to society within the implementation of Regulation 1370/2007



Taxis as part of the public transport chain



- The HLG believes taxis are an optimal efficient and sustainable alternative to the private car, offering a 24-hour/365-day availability, coupled with a unique door-to-door customised service
- The HLG recommends recognising taxis, hire cars with driver services, and car sharing as a valuable and necessary element of the collective public transport chain, and to consider the role of taxis in any mobility policy proposals, collective transport funding, research and, in particular, urban mobility planning

6. Closing remarks

doubling the
use of collective
passenger
transport by
bus and coach

buses and coaches, a smart move for our future!



safe



user - friendly



green



efficient



affordable

