buses and coaches, a smart move for our future!











//EU PUBLIC-PRIVATE HIGH LEVEL GROUP « SMART MOVE »



/Brussels, 12 July 2012

//TOPIC 1: INTERCITY AND LONG-DISTANCE REGULAR LINES BY BUS AND COACH

// Adoption of the provisional agenda

// Overall presentation of the draft working paper

// Presentation of comments received from other stakeholders

// Item by item debate on the draft working paper and next steps



/ /Each topic to be discussed according to the following scheme:

- Collective passenger transport for growth, competiveness and social inclusion (vision);
- Users' needs
- Legislative and administrative frameworks;
- Fiscal matters and user charging;
- Infrastructure and seamless intermodality;
- Easy access to services, information and new technologies
- Safety and environment;
- City-related aspects;
- International dimension;
- Innovation and best practices;



//Users' needs

- New EU passenger rights in bus and coach transport (in force as of 1 March 2013);
- Platform for a regular dialogue between representative business and customers' organisations, to exchange experience, launch joint initiatives, and make joint proposals;
- Accessible multimodal & bus and coach infrastructure via TENs funds;
- Passenger traveller-friendly terminals (focusing on passengers' needs when planning, designing and building terminals throughout the mobility/travel chain);
- Training programmes and raising awareness initiatives for both customers, managers, drivers and partners;
- Industry voluntary initiatives/commitments to improve quality of services to customers;
- Study on how elderly people use coach services in Europe;



//Legislative and administrative frameworks

- Bus and coach specificity when devising/amending (social, driving and rest time) legislation and maintain the exemption from EU rules for regular services on short routes;
- Competition-neutral and transparent access to terminal infrastructures, including of other modes;
- Statistics on long-distance bus and coach transport, to base policy and business decisions on facts (study, regulation?);
- Maximum authorised weight for two-axle coaches in international traffic raised to at least 19.5 tonnes;
- Member States' treatment of coach and rail services and complementarities;
- EU framework for traffic restrictions and Low Emission Zones (LEZs) in Europe;
- Freedom of cabotage in international regular lines within the EU;
- Administrative and control documents and digitalisation of controls;
- Checks at terminals rather than on the road side;



//Infrastructure and seamless intermodality

- High speed bus and coach infrastructure (corridors), without low speed limits nor bans from motorway lanes;
- Bus and coach terminals in the trans-European Network (TENs) and EU financial support;
- European network of high quality bus and coach terminal infrastructures (EU study, in particular for people with disabilities and reduced mobility; European website with a list of coach stations in Europe, their facilities and connections);
- Optimal access to other modes' terminals to ensure intermodality;



//Easy access to services through better information and new technologies

- Integration of bus and coach travel in future EU multimodal journey planners;
- Intermodality in terms of information, access to other modes, safety, help and services to customers;
- Global ticket and travel information systems, such as Amadeus, Google etc. & bus and coach travel;
- Bus and coach SMEs catching up the information and technology gap;



//Safety and Environment

- Voluntary industry bus and coach safety programme, with recommendations to industry, manufacturers and policy decisionmakers;
- Concept of a safe, green and customer-friendly coach of the future;
- Voluntary safety and green audit systems for bus and coach SMEs;



//City-related topics

- Intermodal terminal platforms (most journeys start and end in cities);
- European (urban and interurban) Express/Rapid Bus Transport support scheme;
- Dedicated bus lines in cities and between cities and their use by visiting coaches (scheduled and occasional);
- EU framework for traffic restrictions and Low Emission Zones (LEZs) in Europe;
- Buses and coaches and their infrastructure, including for longdistance transport, as an integral part of any future urban mobility planning;



//International dimension

- International agreement to facilitate regular bus and coach lines, controls and procedures, and to harmonise conditions of competition;
- Controls at external borders
- Controls at internal/Schengen borders;

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//Innovation and Best practices

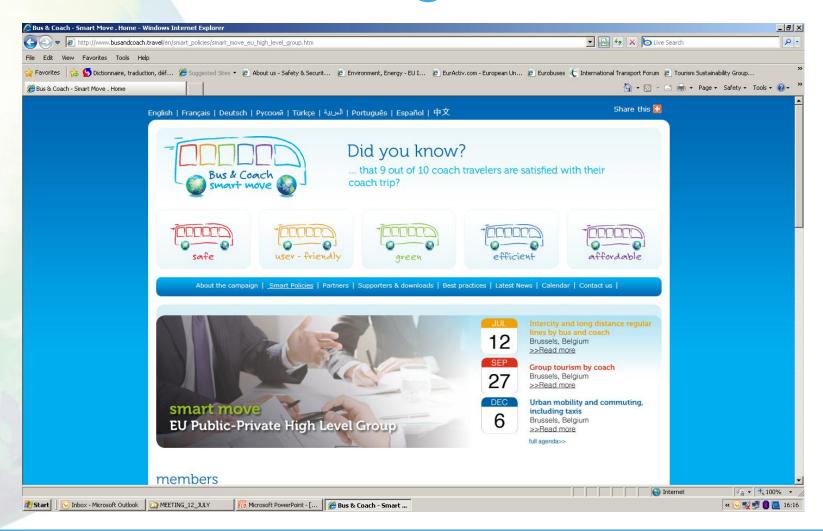
- Bus Rapid Transit;
- "Bus of the future" and "coach of the future" (long-term concept);
- Passenger-traveller-friendly terminals (focusing on passengers' needs when planning, designing and building terminals throughout the mobility/travel chain);

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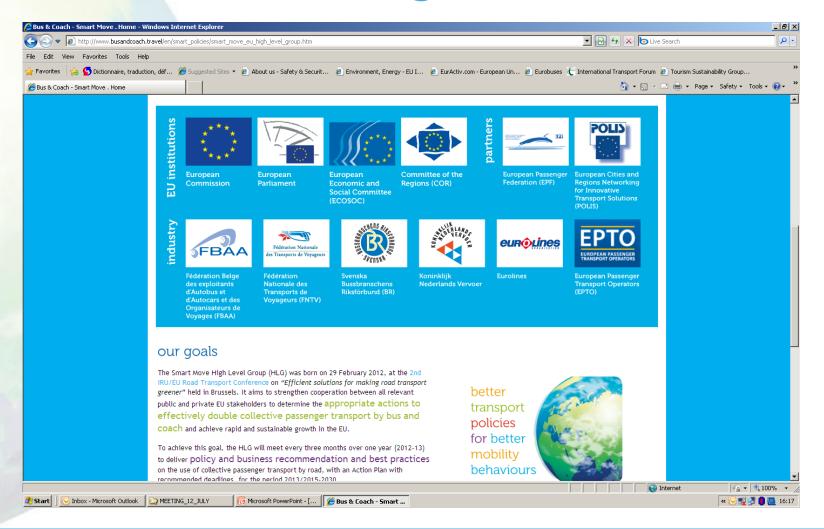
//Presentation of the HLG webpage & communications activities



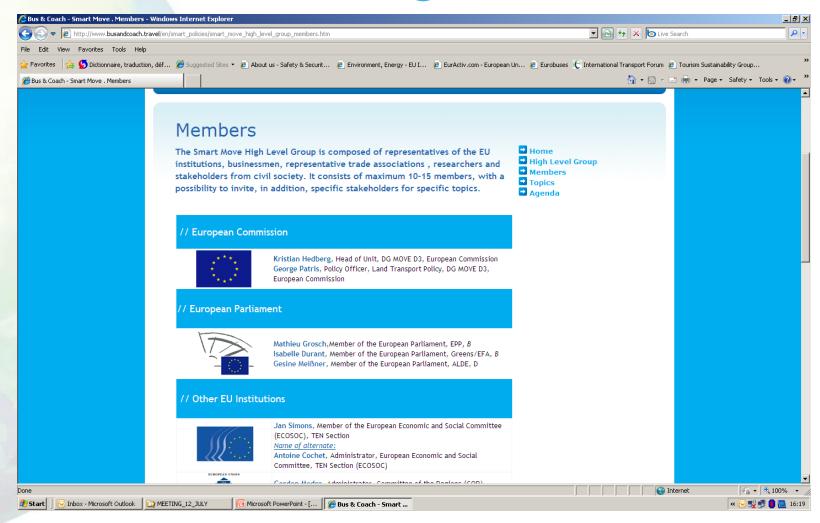




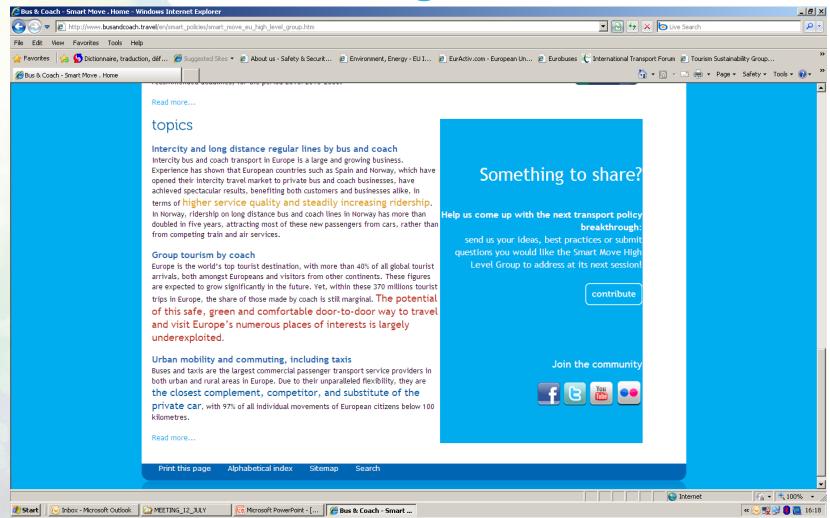












/Miscellaneous



//Easy access to services through better information and new technologies

- 27 September 2012, Group Tourism by coach, IRU premises
- 6 December 2012, Urban mobility and commuting, including taxis, IRU premises
- 21 or 28 February 2013, IRU premises (date t.b.c.)
- Concluding public workshop & public debate: second half of May 2013 (t.b.d.), possibly in an EU institution building
- Handing over HLG final report to EU officials (within 2-4 months after concluding workshop)

doubling the use of collective passenger transport by bus and coach

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