

buses and
coaches,
a smart move
for our future!



EU PUBLIC-PRIVATE HIGH
LEVEL GROUP « SMART MOVE »



Brussels, 6 December 2012

TOPIC 3: URBAN TRANSPORT, COMMUTING AND TAXIS AS PART OF THE PUBLIC TRANSPORT CHAIN

1. Adoption of the provisional agenda

2. Overall presentation of the draft working paper:

a. urban transport and commuting

b. taxis as part of the public transport chain



EU Public-Private HLG meeting



URBAN TRANSPORT AND COMMUTING PRESENTATION MICHEL QUIDORT & JAN MÖLLMANN





EU Public-Private HLG meeting



TAXIS AS PART OF THE PUBLIC TRANSPORT CHAIN

PRESENTATION

HUBERT ANDELA

KNV-TAXI & PRESIDENT, IRU TAXI GROUP



3. Input from invited stakeholders



EU Public-Private HLG meeting



Presentation by

Claire Haigh

Chief Executive - Greener Journeys



4. Item by item debate on the draft working paper(s)

EU Public-Private HLG meeting



Users' needs:

- Passenger rights: analysis of the implementation of the legislation on bus and coach passenger rights, followed by discussing (a European platform could be created) voluntary commitments based on the principles of practicability, affordability and efficiency;
- EC to support R&D and innovation on accessible public transport, and dissemination of best practices;
- Best practice guidance (safe and accessible stops and infrastructure, internal vehicle design, use of information technology) freely available for all;
- In difficult to access areas (e.g. winter times) traffic should remain open, in particular for buses and coaches;

EU Public-Private HLG meeting



Legislative and administrative frameworks (1):

➤ Reg.1370/2007 :

- Incentivise private initiative to achieve a strategic shift in customers behaviour from the private car to collective public transport;
- EC to start supportive review earlier, to further develop the EU framework towards more market opening and competition. The future framework should be supporting private investment and initiative in the public transport sector;

EU Public-Private HLG meeting



Legislative and administrative frameworks (2):

- Activities regarding passenger information and ticketing welcomed and supported; need to take real customers needs and respect systems in place; impact analysis – key, incl. on potential barriers;
- Promote competition-neutral and transparent access to terminal infrastructures;
- Promote sector-driven collection of statistics on urban bus transport to help basing policy and business decisions on facts.

EU Public-Private HLG meeting



Fiscal matters and user charging (1):

- Ensure that any new decisions do not increase the fiscal burden on European public transport sector; refrain from introducing new taxes;
- Income from the internalisation of external costs to be re-invested in sustainable transport choices and used to provide sustainable, efficient and competitive alternatives to private car use;
- Ensure favourable fiscal treatment to collective land passenger transport and its customers compared to the use of the private car;

EU Public-Private HLG meeting



Fiscal matters and user charging (2):

- Actions on VAT:
 - Ensure equal fiscal treatment of all collective passenger transport modes (VAT, excise duties on mineral oil, etc.) and equal opportunities regarding state aid;
 - Establish “low-tax” commercial diesel for professional users;
- Take a **long-term political commitment** to incentivise the use of collective land passenger transport through fiscal incentives (e.g. lower or “0 rate” VAT; exemption from congestion charging and user charges);
- Endorse private sector investments in innovative public transport infrastructures by fiscal support measures.

EU Public-Private HLG meeting



Infrastructure and seamless intermodality (1):

- Prioritise public transport and its associated infrastructure in all urban planning developments;
- Where passenger journey time benefits can be realised, support the building of dedicated infrastructure and separate (high occupancy) public transport lanes in urban areas & increased use of modern ITS solutions;
- Carry out a study on the shortcomings related to access of collective/public passenger transport by road to terminals/infrastructures of other modes;
- Integrate collective/public transport in any future EU multimodal journey planner;

EU Public-Private HLG meeting



Infrastructure and seamless intermodality (2):

- Encourage a stronger commitment of local/regional authorities to financing and maintaining passenger access facilities;
- Support increased creation of multimodal hubs for buses, trams and coaches;
- Support new management and technological innovations (e.g. BRT) and encourage the sharing of best practices;
- Develop partnership schemes to facilitate safe integration of bike users into conventional public transport;

EU Public-Private HLG meeting



Easy access to services through better information and new technologies:

- Encourage mode interchange by providing easy accessible information (safety, help, services) to all customers on different modes;
- Promote EU-initiated best practice and templates for the conclusion of commercial agreements between different stakeholders;
- Research and support public private partnerships to spread existing local level best practices;
- Develop EU-wide solutions enabling passengers to obtain travel information & preserve existing good local solutions.

EU Public-Private HLG meeting



Safety and Environment (1):

- Within the evolution of European technical standards, prioritise, encourage and support further development and growth of public transport;
 - Assess CIVITAS initiatives and lessons learned from EURO-standards;
 - Study safety-related aspects of using alternative fuels (eg.CNG);
- Ensure a fair treatment of environmental standards for the bus/coach manufacturing industry compared to the private car industry, including by exempting collective bus and coach travel from congestion charging and user charges;
- Provide sustainable financial research support from EU funding for the bus and coach industry to develop bus and coach vehicles of the future;

EU Public-Private HLG meeting



Safety and Environment (2):

- Support the development of a CO2 measurement methodology which takes into account real driving cycles;
- Help develop sustainable funding mechanisms for public transport in cities (e.g. investigating internalisation of external costs in urban transport);
- Promote additional priority measures to remove buses from congestion;
- Carry out a study with vehicle manufacturers to examine the best ways of reducing the unladen (empty) weight of buses and coaches.

EU Public-Private HLG meeting



City-related topics (1):

- Prioritise public transport, including taxis, within urban mobility planning, over the use of the private car;
- Establish, in consultation with the industry, a harmonised EU framework on access restrictions and low emission zones (LEZs);
- Provide a European single-window registration facility for operators and their vehicles, for the purpose of meeting the requirements of LEZs, traffic restrictions, user taxes, environment certification, coach parking areas in cities, etc.;
- Encourage Member States to allow commuters to buy public transport tickets from their "before tax" income for all types of commuting;
- Promote and support car recycling schemes, with commitments to use collective transport instead;

EU Public-Private HLG meeting



City-related topics (2):

- Where practical, make a single public authority responsible for highways, spatial planning and development;
- Carry out a study on the impact of the introduction of clean car technologies on collective passenger transport and the related risk of subsidising clean car technology while ignoring proven collective transport technology, resulting in “clean congestion”;
- Support new management and technological innovations (e.g. BRT) and facilitate the exchange of best practices;
- Include bus and coach terminals in the TENs financing facilities, and devote a dedicated % share of funding to develop an EU network of terminals, for medium and long distance bus and coach services.

EU Public-Private HLG meeting



International dimension:

- Study and spread best urban transport industry practices from regions outside Europe, where proven and efficient public transport solutions have been implemented (e.g. Bus Rapid Transit);

EU Public-Private HLG meeting



Innovation and best practices (1):

- Work with bus & coach service providers and manufacturers to develop a concept of a “bus of the future”;
- Provide European support to:
 - Support transition programmes for operators, helping to assess, understand and respond to social changes in an ageing society;
 - Support training programmes for staff (customer care; disability awareness etc.);
 - Support collection and exchange of innovative best practices.
- Make the public transport sector attractive for funding from other sectors and for private sector investors;

EU Public-Private HLG meeting



Innovation and best practices (2):

- Promote further research and dissemination of good practice in the field of congestion charging and parking pricing;
- Provide more information (single window?) on existing funding measures, targeted to the public transport community;
- Future CIVITAS programme to include measures related to the modernisation of public transport business models;
- Simplify the process of applying for public funding from EU sources, to attract more bids from operators.

5. Update on the High Level Group web page and on-going communication activities

6. *Miscellaneous*

7. Meetings in 2013

EU Public-Private HLG meeting



- Informal preparatory meeting to prepare the consolidation meeting: **10 or 17 January** (tbc), IRU premises
- Meeting to consolidate the input on all three topics: **21 February 2013**, IRU premises
- Concluding public workshop & public debate: **29 May 2013** (or **15 May 2013** tbc, Brussels)
- Handing over HLG final report to European Commission Vice President - **within 2-4 months after concluding workshop**

EU Public-Private HLG meeting



Working lunch



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

