

PRESS RELEASE

Fourth railway package: UITP, EPTO and EMTA support the process but express serious concerns about the compromise amendments

Brussels, 12 December 2013

UITP, EPTO, EMTA clearly support the political objective of opening the domestic passenger rail markets to competition as well as the legislative procedure that should lead to the conclusion of the European Parliament's first reading on the railway package at the beginning of next year¹.

However the quality of the new legislation is imperative. UITP, EPTO, EMTA are strongly concerned about the content of some compromise amendments that are currently being discussed in the TRAN Committee.

In particular, compromise amendments on public transport plans, contracts' volumes, reciprocity and above all on direct award, undermine UITP's absolute priorities.

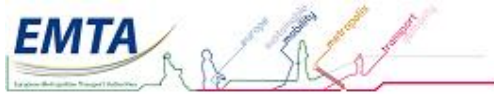
Amongst these priorities are the avoiding of legal uncertainties and limiting the revision process of regulation 1370/2007 to the minimum changes that are strictly necessary to open domestic rail passenger markets to competition, without any impact on urban and local public transport.

UITP, EPTO, EMTA are of the opinion that the principles underlying certain compromise amendments may not only jeopardise market opening of closed markets which is the key objective of this package, but also pose a threat to currently established and well-functioning markets at EU member state levels with competitive structures.

UITP, EPTO, EMTA urge the members of the TRAN Committee to review the current proposals in order to safeguard the objectives of legal certainty, limitation of changes to what is clear and necessary for the rail market opening and to keep the existing liberalised markets open.

"The modification of the regulation should be limited to the award of rail contracts. The very lengthy economic cycles in public transport are not compatible with a shifting regulatory context and legal uncertainty risks to put a brake on the substantial

¹ SBB (Swiss railway company) and VR (Finnish railway company) do not fully agree with the position of UITP. SBB and VR support a compromise solution respecting subsidiarity in order to take account of local conditions and needs.



investments that are absolutely necessary for dealing with the growth in traffic” stated Nicolas Blain, president of the UITP EU Committee.

“EPTO is fully supporting the European political objective of opening the domestic passenger rail markets for competition,” stated Michel Quidort, chairman of EPTO. However EPTO is worried to see that the current proposals still seem to provide wider opportunity for discretionary direct award which in parts of Europe in fact could deprive passengers and tax payers from the large benefits in terms of quality and cost achievable through liberalisation.”

“The far too detailed compromise on public transport plans creates extra administrative burdens and uncertainties for competent local authorities responsible for urban transport” says Geoff Inskip, president of EMTA.

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UITP is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide cooperation, business development and the sharing of know-how between its 3,400 members from 92 countries. UITP is the global advocate of public transport and sustainable mobility, and the promoter of innovations in the sector.
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EPTO is the association of the European Passenger Transport Operators, whose members are the 9 largest public transport Groups in Europe. EPTO promotes the development of a competitive market structure for the supply of public transport services and supports the opening of the passenger transport markets in Europe. For more information see www.epto.net

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EMTA is the association of Public Transport Authorities in charge of organising , planning and financing the urban transport networks of the major metropolitan areas across Europe with a view to achieve sustainable mobility while ensuring social cohesion and supporting economic growth.
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