

**Karima Delli, Public Transport Operators and Organizing Authorities
call on the Commission and the Member States to support the
local public transport sector
to get through the coronavirus crisis and increase the modal shift
towards sustainable transport and fulfil the objectives of the European Green Deal**

"Transport accounts for 30 percent of all CO₂ emissions in Europe and it is still increasing. Cities are facing the worst of it and it is clear that if we still want to be able to simply just breathe outside in a near future, we need to completely rethink the way we move. I am convinced that the big game changer will be the drastic reduction of individual cars in cities because people can access even better alternatives that perfectly match their mobility needs. Tomorrow the mobility will be sustainable, inclusive and safe. It is impossible to achieve these goals without a strong network of public transport".

Following a first videoconference meeting which took place on Tuesday 26 May, Karima Delli, the chairwoman of the 'transport and tourism' committee of the European Parliament, together with CEOs of public transport undertakings and Pere Calvet, President of the UITP, have decided to call upon the European Commission and the Member states to recognise the invaluable role of public transport in today's and tomorrow's mobility and the necessity to support this sector.

The fastest and most cost-efficient way to decarbonise people's daily mobility and reduce the carbon footprint of their mobility choices is to promote the use of public transport. Fostering modal shift across the EU appears to be a matter of top priority in order to fight against air pollution and climate change. Every year, public transport can help to avoid 20 times the amount of CO₂ it emits. Increasing the usage of public transport is one of the solutions to comply with the ambitions of the Green Deal as well as our climate goals. The current polycrisis that affects the whole World has had significant impacts on the overall economy. The consequences on the public transport operators and authorities are multifaceted and will continue to be felt for several years. The sector needs to be supported in order to be able to survive this crisis and to meet our expectations on sustainable mobility.

The stakeholders have identified the following issues:

1. Public transport needs to be the backbone of the local mobility strategy across the EU:

- a) Public transport has played a key role during the Coronavirus crisis, and will keep on being essential. Hence, we deeply regret that the sector does not seem to be a clear priority in the Commission's and Member States' recovery plans and in the coming European strategies within the Green Deal;
- b) We do need to design our cities in a more thoughtful and greener way to better organize mobility. The European Commission should put in place policies to reallocate space in favour of public transport to improve the quality of life of citizens and to decrease the level of pollution. This urban policy needs to address the issue of smoothing rush hours and adapting public transport to changing travel patterns.

2. The need of economic and financial support:

- a) The sector will need financial support in the very short term to be able to overcome the current crisis.
- b) Public transport operators are finding themselves in a contradictory situation where, on the one hand, they have to provide the same level of services as before the crisis, but on the other hand, they are facing a dramatic cut in their incomes which are based on the level of usage and dotation from local authorities. It is evident that receiving not more than 10 percent of ticket revenues while maintaining on average between 70 to 100 percent of the service is not financially sustainable.
A rough estimation for Europe-wide farebox revenue losses in urban and local public transport is around €40 billion until the end of 2020. Moreover, strict cleaning and disinfection of vehicles and hubs, providing masks to staff and passengers, and increasing the level of service in order to face the physical distancing measures and avoid promiscuity in mass transit vehicles: all these measures are costly.
- c) The economic crisis also massively impacts the financial resources of public transport authorities. The specificities of public transport services in Europe must not be forgotten by European decision makers. Subsidies and contributions coming from local authorities are based on different tax systems which have been strongly impacted by the crisis.
- d) It would be catastrophic if, for the first time, we had to face a decrease in the level of services of public transport. Besides decarbonising local daily mobility, a modal shift towards cleaner modes like public transport offers strong overall benefits. These benefits include clean air, reduced noise, better use of public space, accident-free traffic, improved quality of life and territorial and social cohesion. Indeed public transport represents the main mean of transportation for the most vulnerable categories of users and connects suburbs to cities. We should also keep in mind that public transport creates local jobs that cannot be delocalised. The public transport sector is amongst the largest employers at local level, employing 2 million people in the EU, i.e. 20 percent of the 10 million people employed in the overall transport industry.

3. Investments to increase the level of service, welcome higher numbers of passengers and accelerate the transition towards low and zero emission mobility:

- a) As part of the EU recovery plan, the public transport sector will need a substantial level of investments in terms of infrastructure, assets and mobility policy tools. This will help the sector to face the challenges of sustainability and digitalization as well as to meet growing passenger demand and expectations. Finally, this will help fulfilling the strategic objectives under the European Green Deal including decarbonisation, decongestion and social justice.
- b) Investments in road and rail public transport infrastructures. For example, rail services are essential to many rural and suburban areas. Regional and suburban rail transport accounts for 90% of the total number of rail passengers in Europe, and carries 10 times more passengers than air transport.
- c) Investments to help mobility actors to provide additional services such as an increase of services during peak hours, new complementary coach services, creation of dedicated bus and coach lines, on demand services etc.

- d) Any forthcoming EU funds dedicated to the public transport ecosystem will have to prioritize not only new investments, but also the maintenance of current infrastructures. This will help to optimize the value and resilience of existing transport networks.
- e) Investments in clean urban mobility should primarily see grants at its core, notably through the new Recovery and Resilience Facility and through InvestEU.

Public transport has a critical environmental role to play in the coming years and decades. Objectives of the Green Deal will never be met if the European Union does not put the focus on daily mobility in urban and suburban areas in order to tackle pollution and congestion.

The upcoming European Strategy for Sustainable and Smart Mobility should provide the tools to address the importance of sustainable collective mobility needs. In 2018, buses, tramways, metros, suburban and regional rail in Europe carried almost 60 billion passengers, or more than 40 billion car journeys avoided. More than ever, the Green Deal is the opportunity for the European Union to propose and implement concrete solutions to improve daily life and mobility of millions of citizens.

For a better future let's support Public Transport!

Karima Delli,
Chair of the Committee on Tourism and Transport
European Parliament



Pere Calvet
UITP President



Nicolas Blain
Chair of the UITP Europe Division



Ulrich Weber
Chair of the UITP EU Committee



Eneko Arruebarrena Elizondo
CEO Metro Bilbao



Thomas Avanzata
UITP Europe Senior Director



David Campión Ventura
President, Pamplona PTA



Ray Coyne
CEO, Dublin Bus



Briec de Meeûs
CEO, STIB



Vitor Domingues dos Santos
President and CEO
Metropolitano de Lisboa, E.P.E.



Pablo Escoda Villacorta
CEO/Managing Director
Metro Ligero Oeste



Henrik Falk
CEO, Hamburger Hochbahn AG



Ricard Font
President, FGC



Josep Enric García Alemany
CEO, EMT València



Arrigo Giana
CEO, ATM Azienda Trasporti
Milanesi



Carlos González
CEO of Asturias PTA



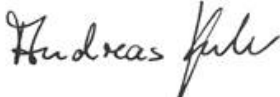
Giuseppina Gualtieri
CEO, Tper S.p.A. Bologna



Catherine Guillouard
CEO RATP Group



Stefanie Haaks
CEO, Kölner Verkehrs-Betriebe

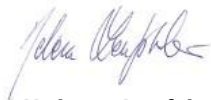


Andreas Kerber
CEO Bochum-Gelsenkirchener
Straßenbahnen AG

Digitally Signed
Roger Kesteloot
CEO, De Lijn



Gerardo Lertxundi
CEO, TMB Barcelona



Helena Leufstadius
CEO Swedish Public Transport
Association



Imanol Leza
CEO, EUSKOTREN



Tiago Lopes Farias
President and CEO
CARRIS



Thierry Mallet
UITP President,
Transdev Chairman & CEO



Luis Miguel Martínez Palencia
CEO, Madrid Region PTA



Mohamed Mezghani
UITP Secretary General



Ulf Middelberg
CEO, Leipziger Verkehrsbetriebe
(LVB)



Ana M. Moreno
General Manager
Los Tranvías de Zaragoza



Manuel Moreno Piquero
Coordinator, Andalucía PTAs
Network



Thomas Moser
CEO, Stuttgarter Straßenbahnen AG



**Andrés Muñoz de Dios
Rodríguez**
CEO, Metropolitano Tenerife



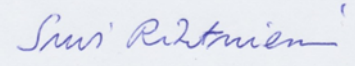
Juan Ortiz Taboada
CEO, Zaragoza PTA



Vincent Peremans
CEO, Opérateur de Transport de
Wallonie - TEC



Alexandra Reinagl
CFO, Wiener Linien GmbH & Co
KG



Suvi Rihniemi
CEO of HSL, Helsinki Region Transport

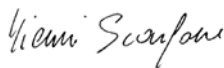


Silvia Roldán Fernández
CEO, Metro de Madrid

Digitally Signed
Stefano Rossi
CEO, Busitalia



Miguel Ruiz Montañez
President, ATUC & CEO, EMT Málaga



Gianni Scarfone
CEO
ATB Group Bergamo



Günter Steinbauer
CEO
Wiener Linien GmbH



Bernard Tabary
CEO International - Keolis



Petr Tomčík
CEO, ROPID Prague Public Transport
Authority

Digitally Signed
Pere Torres Grau

CEO, Autoritat del Transport
Metropolità (ATM), Àrea de
Barcelona



Argo Verk
Ridango AS, Executive Board
Member



Digitally Signed
Manel Villalante i Llaurodo
General Director Strategy &
Development
RENFE

Kathleen Wantz O'Rourke
Kathleen Wantz O'Rourke
Directrice Exécutive Groupe
Finance et Juridique, Présidente
du Directoire de Keolis

Mag. Karin Zipperer
Mag. Karin Zipperer, MBA
Managing Director,
Verkehrsverbund Ost-Region (VOR)