




Public transport according to the 4th railway package – The impact for the sector and the passenger

Transport Research Observatory

19 September 2024

OUR VISION

A yellow train is in the foreground, moving from left to right. In the background, there is a large, ornate building with two prominent towers, resembling a castle or a historical structure. The scene is set in an urban environment with other buildings and a street visible. The lighting is bright, suggesting a sunny day.

We are working to **enhance quality of life** and economic well-being by supporting and promoting **sustainable transport** in **urban** areas worldwide

WHO ARE OUR MEMBERS?

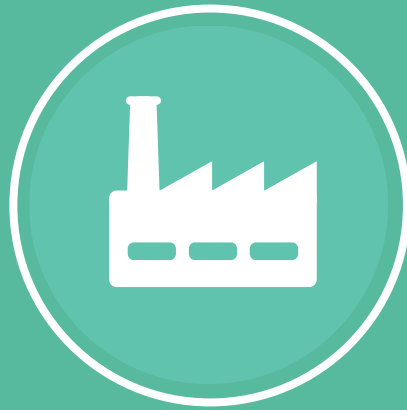
AUTHORITIES



OPERATORS



INDUSTRIES



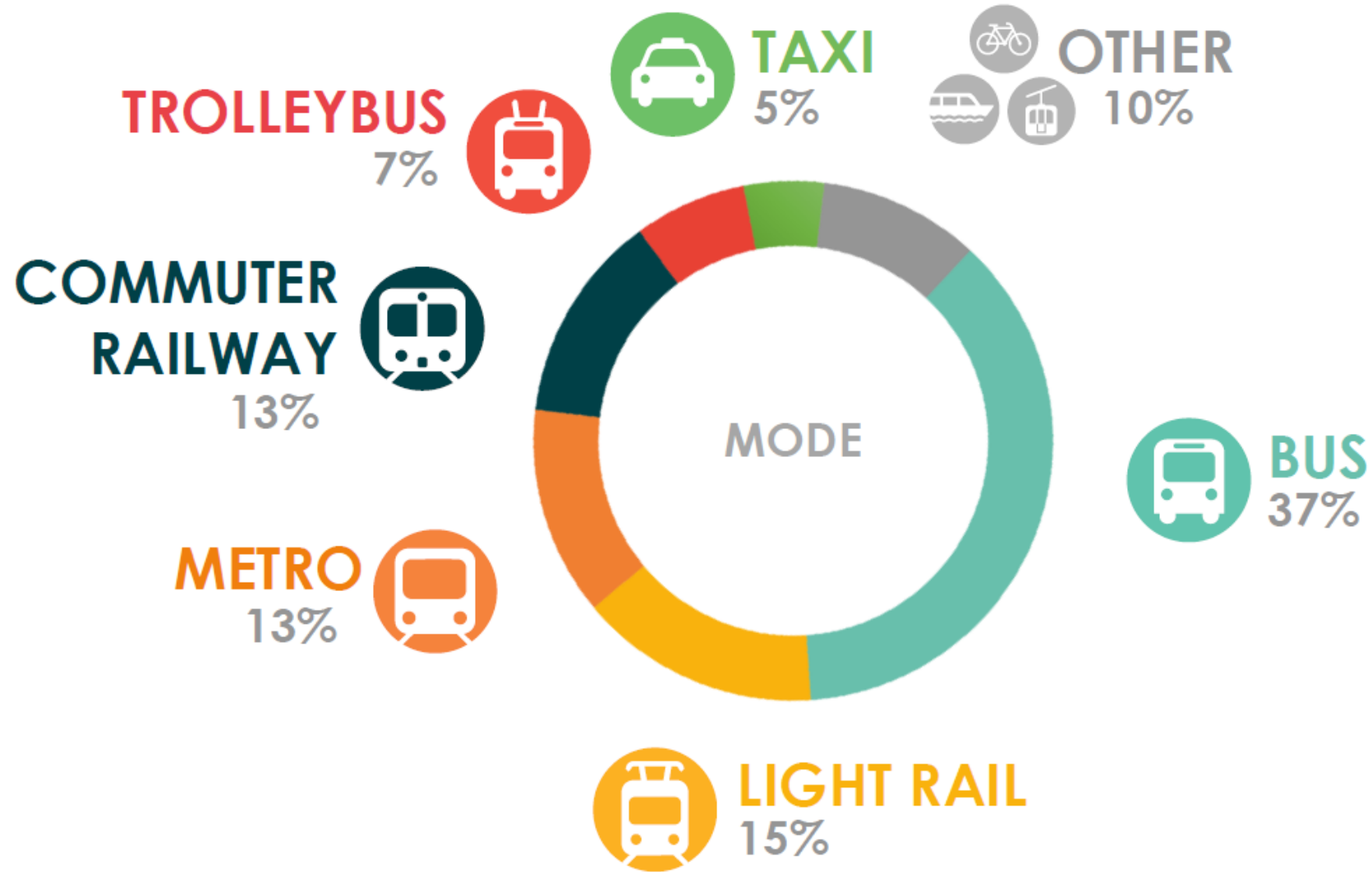
**RESEARCH
INSTITUTES
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ASSOCIATIONS



WHO ARE OUR MEMBERS?



WHERE ARE OUR MEMBERS?

159
NORTH AMERICA

1119
EUROPE

79
EURASIA

105
MENA

48
AFRICA

105
LATIN AMERICA

282
ASIA-PACIFIC



UITP AROUND THE WORLD



- Head office
- Regional offices
- Liaison offices
- Training centres



REMINDER: PUBLIC TRANSPORT AND SCOPE OF THE 4TH RP

- Technical pillar:
 - Member states may exclude local rail transport from the scope of the interoperability and safety directives.
 - This includes all related delegated acts (e.g. TSIs)
- Political pillar:
 - Local public transport not covered by the governance directive
 - • PSO regulation applicable to rail sector : railways local public transport impacted



A PROGRESSIVE IMPACT

- An opening with gradual transition
 - Dec. 2019 : Competitive tendering procedure is the norm
 - Until Dec. 2023 : transition period in place - direct award still possible with a maximum of 10 years duration
- Several derogations to the principle of competitive tendering: a balanced approach



CURRENT LEGAL FRAMEWORK

- Regulation (EC) No 1370/2007 on public passenger transport services by rail and by road
- Wide discretion for PTA to define Public Service Obligations while respecting the proportionality principle



BALANCED APPROACH

- Competitive award for public service contracts as the norm
- Possibility of direct awarding in certain cases



CONTRACTING IS ESSENTIAL

- Enhancing potential benefits that competition can bring, such as innovation, efficiency, improved services for passengers
- Ensuring that competition does not compromise the overarching goals of public transport, such as the intermodal integration inherently linked with the network effect, accessibility, affordability, and sustainability



ROLE OF PUBLIC TRANSPORT AUTHORITIES

- Promoting network effect with coherent network routes, coordinated timetables, tariffication, ticketing, information
- Aiming at enhancing users' experience with more convenient, seamless and connected travel



CURRENT LEGAL FRAMEWORK

- Well drafted contract aiming at the best quality for passengers while promoting public policies
- Competition in the award of these contracts, with some possibility of direct award to best meet local or regional needs



LEGAL SECURITY & CERTAINTY

- Stabilized regulatory framework
- Vital for the local public transport sector in order to guarantee the necessary long-term investments



QUESTIONS?



THANK YOU!

Anne-Laure Le Merre
European Rail Expert

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