



EUROCITIES STATEMENT ON THE FOURTH RAILWAY PACKAGE

The European Commission's proposal for a 4th Railway Package includes useful and welcome measures such as more innovation in EU railways and some relevant technical and structural reforms.

Our main recommendations on this Package concern specifically the review of the Regulation on public passenger transport services by rail and by road (No 1370/2007). This proposal includes some potential points of contention for cities, which are the following:

Definition of a 'competent local authority'

With the proposal for a revised Regulation on the public passenger transport services by train and by road, the European Commission proposes to modify the definition of a 'competent local authority' so that it covers an exclusively urban or exclusively rural area.

In the wording of the current regulation, the definition refers to any authority whose geographical area of competence is not national. This provides the flexibility necessary to take into account local circumstances.

Having to comply with a more specific definition could be challenging for some cities since in some cases urban and rural areas are not clearly separated, e.g. for certain metropolitan areas. It could cast doubt on current governance arrangements and on the integrated approach to mobility in some cities, which may include services in rural areas which are nevertheless in the travel-to-work-area of the city. It could also create a precedent and lead to this new definition being applied to cities in other cases, the implications of which are not clear.

- This more specific definition would introduce a degree of legal uncertainty and governance complexity due to local circumstances, as most areas are not strictly urban or rural, and would therefore be difficult to apply.
- We would recommend keeping the current definition, which provides the necessary flexibility required by the local circumstances.

Detailed transport plan

The new Railway Package also includes the obligation to produce a detailed transport plan in a single document (article 2(a) of the proposal for a revised Regulation on the

public passenger transport services by train and by road). The plan should now include:

- (a) the structure of the network or routes
 - (b) basic requirements to be fulfilled by public transport offer
 - (c) quality standards related to items such as equipment features of stops and of rolling stock
 - (d) principles of tariff policy
 - (e) operational requirements, such as transport of bicycles and traffic management.
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- Whilst we strongly support the use of sustainable transport plans in cities, it is questionable whether the detailed content of such plans needs to be laid down in EU legislation. Cities should be able to decide this for themselves, depending on local circumstances and on what plans already exist.
 - Accordingly, any provision at EU level should be limited to an obligation to establish and update a transport plan that defines broad objectives and the means of implementing them. This should allow for the fact that existing publicly available information, which may be in more than one document, may fulfil this requirement.
 - This requirement for a new transport plan could also lead to duplication with other current EU initiatives encouraging cities to develop Sustainable Urban Mobility Plans (SUMP), e.g. the Action Plan on Urban Mobility and the upcoming Urban Mobility Package.