

Dear Brian, Dear colleagues, Dear friends,

At the end of the 19th century, the tram came to European cities. At that time being horse-drawn. Later on electrical. What a great invention, what progress. I would like to ask, what is our mission? What is the mission of EMTA? Our mission is to provide policy advice on public transport issues, based on our experience, research and analysis. But we also strive to open up the debate to a wider audience. The mission is to underline

that public transport is the answer for many problems we have to face. This is especially true in the metropolitan areas we are responsible for.

By the way, did you know that in most countries more people die because of traffic noise than in traffic accidents?

Transport questions permeate many social debates. Because everybody is somehow affected. Not only 676 people out of

1000 that means two thirds of the population in Berlin who have no car. Public transport mobility is fundamental for social participation. This also include the car users as well in European metropolitan cities a minority.

Why? Because there is always the situation that a car driver has to use public transport. Everybody has a big interest in having a high-quality public transport system. Unfortunately, the important political decision makers, the only one who do

not need it. They cruise through the city in their chauffeur driven luxury car.

People have a right for well develop public transport system. This is written down as a requirement in EU- and national programs and laws. Equally every citizen is paying for it. Everybody! Even a little girl buying some ice cream pays Value Added Tax that is partly used to pay the costs of busses and rails.

We have to highlight the value of public transport. More importance can be given by the political decision makers to it.

That is not an academic question. Transport is central to the way our societies function. It provides access to jobs, to education and to leisure activities. It drives trade and growth. But the key is whether we can deliver these benefits in a cleaner, safer and more efficient way. And how can we ensure that everyone around Europe can share in these benefits?

There are few easy answers. Getting our ever more complex transport systems to meet changing needs is crucial. The same is true for coping with increasing demand and finding the money. We need broad dialogue and well-organised coordination between the different parties. Increasingly on an international, even global level. This is our job.

I am convinced that we need new ways.

We need more competition. For this, we need a real corporate separation between networks and operator. I hope the EU will go on with their anti-discrimination policy concerning the networks. Running a network is – directly or indirectly – a public task while the operations should be run by private or public operators. Nowadays the revenues that rail networks get are not reinvested fully but are paid to the parent company. All fees must be reinvested!

There are now seven billion people on earth. Efficient resource management and social balance are now the priorities – that's why public transport is the solution to the problem.

Dear Mr Simpson, Dear colleagues,

We live in times of globalization. In England – Birmingham is one of the best examples – globalization started with its ancestor, the industrial revolution. Those times led the European nations to increased welfare. The reason was, that we invested in long-lasting things, in infrastructure and so on. In nowadays with view to Greece and the

global financial markets, I have the impression that we lost our successful way of investing in sustainable investments. Public transport is one of the things that are sustainable. Please let me express three simple wishes to the EU and its Parliament.

1) First of all, please go on your way of competition.

Please fight against the monopolies in public

***transport and separate public transport operators
from the networks!***

- 2) Second, here in EMTA, you have members from metropolitan regions. Each area has its airport. One day it must be taken for granted, that you have the simple option to use public transport with you ticket flight.***

3) We need a simple and customer-friendly system with all timetables and prices for public transport, flights, car-sharing and so on. I think we have lots of ideas, how to implement that, but we need your support.

If you book a flight via the internet from Berlin to Birmingham today it costs around 200 Euro one-way. It will take you between three and eight hours.

By train it will take you at least 12 hours. And it costs...I just don't know. It is not possible to find this information easily on the internet.

If you take the plane, you have to fly via Munich (that is obviously the wrong direction). As long as this is possible in Europe, we have a lot to do.

The mayor of Chicago made public transport mandatory for city employees. The mayor ordered them to take public transportation to meetings and assignments during the work day. To save one million dollars a year and reduce carbon emissions in Chicago, the use of personal vehicles is discouraged.

Once again, the problem is that too many decision makers travel by car.

Investments in the public-transport are cut down currently, especially in the railway sector. If you want to run a railway it is first and foremost infrastructure. We have a big gap of investments there, all over Europe. We invest 53 Euro per person in Germany in railway infrastructure. In France: 90

Euro, Italy: 99 Euro. Spain: 114 Euro. Great Britain spends 125 Euro – even better. I don't know if it's enough.

But in Austria we have 230 Euro and in Switzerland? Switzerland invests 308 Euro per person in the railway infrastructure. That is our benchmark.

Switzerland and Austria have decided to face the challenges of the future. Even France decided to invest generally more money in railway infrastructure than in streets. I told you, we

invented the tram in Berlin. But it seems to me that we missed the train! There must be a change in Brussels, in Berlin, in every single European capital we have to ask the question: How could we do better for public transport? It is not for us. But for our children. And their children. Thank you very much.