

Planning access for coach transport in Europe

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- I. Case study: “a certain Member State”**
 - i. Description of the legal framework (European, national, local)**
 - ii. Lessons learned from European coach operators’ survey**

II. IRU proposals

III. Conclusions



IRU Case study: “a certain Member State”

EU legal framework:

- ✓ “A high level of protection and improvement of the quality of the environment”
- ✓ “Objective of reducing the negative impact of transport should be achieved without imposing **disproportionate obstacles** to the freedom of movement, in the interest of a sound economic growth and the proper functioning of the Internal Market”

National legal framework:

- ✓ “Access restrictions for **proven and justified** reasons of preventing pollution and protection of the artistic, environmental and natural heritage...
- ✓ ... only after adoption of **urban mobility plan or impact study**”

IRU Case study: “a certain Member State”

Features of the implemented measures at local level:

- ✓ Type of access restriction:
 - ✓ “Bus access fee” (cars exempted)
 - ✓ Up to 450 EUR per day
- ✓ Compatibility with national framework:
 - ✓ Absence of mobility plan or impact study
 - ✓ Covers entire urban area
- ✓ Impact on foreign operators:
 - ✓ Totally unpredictable system (overnight modifications)
 - ✓ Absence of online information

Assessment of the IRU:

- ***Measures go beyond what is necessary to attain the objectives pursued***
- ***Measures perceived by coach operators as “safe revenue” for cities***



IRU Case study: “a certain Member State”

German coach operators:

- ✓ While total number of tours is steadily increasing, number of tours to this Member State is decreasing
- ✓ 78% reduced number of tours because of bus access fees
- ✓ 22% passed additional costs on customers

Austrian coach operators:

- ✓ 83% reduced number of tours because of bus access fees
- ✓ 17% passed additional costs to customers

French coach operators:

- ✓ Bus access fees represent up to 10% of total price (of the total service, including other tourist activities, can be up to 40% of the transport service)

Conclusions:

**Impact either on coach companies or on travelers
Mostly non-nationals are affected**

IRU complaint to the European Commission

EU-wide guidelines on the introduction and operation of urban access restriction schemes

Guiding principles:

- ✓ Transparency
- ✓ Long-term planning

Scope:

- ✓ Conditions applicable to come to a decision on introducing access restrictions
- ✓ Conditions and procedures applicable to the implementation of access restrictions
- ✓ Operation and main features of access restrictions



Cooperation is key!

✓ Consultation:

To ensure acceptability of rules

✓ Information:

Local decisions have repercussions across the whole EU and beyond

Coach operators need legal and contractual certainty and predictability



