



JOINT DECLARATION

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The EU aims to be climate-neutral by 2050. Public transport contributes to this goal as it releases fewer emissions per passenger than a car, even electric, over its lifecycle. Public transport takes very little space for the number of people it moves, thus addressing the congestion that cripples the economy of our cities. Public transport is the most inclusive and the safest form of mobility for all road users.

Modal shift towards public transport thus creates liveable and prosperous metropolitan regions. Yet the shift only happens where citizens develop trust in a system that runs reliably every hour of the day, every day of the year.

As Europe's large public transport authorities, **we recognise our responsibility in creating public transport systems that become the preferred choice for most journeys.** To support us towards this goal, **we call for clear commitment to public transport in EU and national legislation.**

Integrated services for citizens in metropolitan areas

Public transport is most successful in meeting all mobility needs when all modes of public transport with relevance to local and regional journeys are integrated into a consistent metropolitan public transport system.

This metropolitan public transport system is characterized by integrated fares, integrated timetables and integrated customer information for buses, trams, metros, trains and often new services such as on-demand services. By combining the strengths of each transport mode, such integration shapes a true network with the reliability, connectivity and accessibility required to be a viable option for every journey.

Formed through the integration efforts of public transport authorities, the metropolitan public transport system overcomes geographic and economic barriers and becomes a natural driver of social cohesion, environmental sustainability and economic development well beyond the urban core.

As public transport authorities, **we commit ourselves to continue and intensify our efforts to integrate local and regional services into high quality metropolitan public transport systems.**

We call for nuanced regulation at EU and national level that strengthens the legal footing of metropolitan public transport and that considers as such any set of transport services that are part of a unified fare structure or organized by a local/regional public transport authority - regardless of the mode of transport employed, or distance covered in the service.



Public Transport Authorities deliver EU policies

Formed by local and regional governments, public transport authorities differ vastly in organisational setup, operational scope and size of service area across Europe.

Despite this contextual difference, all public transport authorities are democratically legitimized and highly specialized public service organisations. By taking responsibility in the design, development, contracting and funding of services and their integration into a consistent and reliable metropolitan public transport system, public transport authorities make for a more effective and accountable market. In their capacity as market makers, integrators and managers of the metropolitan public transport system, public transport authorities have a formidable position to facilitate the green transition and play a central role.

Within EMTA for the last 25 years, Europe's metropolitan public transport authorities have built a long track record of knowledge sharing, cooperation, and mutual inspiration. As public transport authorities, **we commit ourselves to continue and intensify our efforts towards decarbonisation of vehicles, digital innovation and multimodality. We call for clear recognition of the role of public transport authorities in the delivery of EU policy, structural channels for collaboration with EU institutions and further legal clarity and formalization of our mandate** at both EU and national level.

Public transport is essential for a carbon free and sustainable mobility system

The COVID-19 pandemic and subsequent changes in travel habits resulted in fewer commuter trips on the public transport system. Beyond the immediate financial threat this represents, public transport authorities take this as an opportunity to further develop their offer towards non-commuters. In this transition, authorities make sure the public transport system caters for the needs of every single citizen, regardless of their destination, time of travel, gender, age and disability.

Remote working affects the profitability of public transport in metropolitan areas. Where the value proposition is unchanged, fewer commuting trips are made, severely affecting the **business model** of public transport. This calls for a renewed commitment for public transport funding from governments at all levels.

As the cornerstone of carbon-neutral, inclusive, and prosperous communities, public transport must be provided not only with **sustained funding solutions** but also with specific **grants towards a decarbonisation effort** that requires investment in infrastructure (such as bus depots) together with zero-emission fleets. **We call for the possibility for metropolitan areas to apply for direct funds with the EU at a scale that reflects the magnitude of challenges at stake.**



ENDORSEMENTS



Carla Tavares,
Lisbon Metropolitan Area,
President of the Metropolitan Council



Anton Fendert,
Region Stockholm,
Chairman of the Transport Commission



Marco Gabusi,
Piedmont Region,
Councillor for Transport
President of the AMP Assembly



Grégoire de Lasteyrie,
Ile-de-France Region,
Vice-president of Ile-de-France Mobilités