

2026 EMTA BAROMETER

on Public Transport in Metropolitan Areas

emta EUROPEAN
METROPOLITAN
TRANSPORT
AUTHORITIES





THOMAS GEIER
Secretary General
EMTA

COSTS, REVENUES AND RIDERSHIP ON THE RISE: EUROPEAN METROPOLITAN TRANSPORT IN 2025

The 2020s have brought a succession of shocks, each affecting public transport in Europe's metropolitan areas. The COVID-19 pandemic caused an abrupt fall in demand. Since then, Russia's full-scale invasion of Ukraine and wider geopolitical instability have contributed to higher energy prices and increased financial pressure on public transport authorities.

Operating costs have consequently risen across Europe, compounded by uncertainty over the continent's security and economic outlook. Yet the picture is not completely bleak. Ticket revenues and ridership are also increasing, albeit not as fast as operating costs. However, there are some signals of a more sustainable and resilient future for European mobility.

The electrification of European bus fleets also continued apace in 2025. Electric buses now account for more than one-third of the fleets in Copenhagen, Helsinki, Oslo and Rotterdam/The Hague. Their share of bus passenger-kilometres is higher still.

This edition of the EMTA Barometer examines public transport performance across Europe in 2025. Since its launch in 2002, the Barometer has provided a comprehensive and comparable dataset for the continent's largest metropolitan areas. EMTA's 35 members organise daily mobility for more than 100 million residents across 21 countries.

The EMTA Barometer offers a fresh perspective on the data shaping public transport across Europe. For further figures and the opportunity to make your own comparisons, please visit the online dashboard at emta.com.

EMTA members keep Europe's largest metropolitan areas moving. The EMTA Barometer shows how they do it.

I hope you enjoy the ride.

SUMMARY

EMTA Barometer saw a major overhaul two years ago, and the edition of 2026 follows in its predecessors' footsteps. Alongside the report, we have also updated the EMTA Dashboard which provides up-to-date data online.

This report would not have been possible without EMTA's member organisations, whose data contributions have been priceless.

Methodological note

The EMTA-level values presented in this report should not be directly compared with those from previous editions. The scope of countries and transport modes covered by each indicator may vary from year to year, depending on the data available at the time of compilation.

Furthermore, certain figures included in this report are provisional and may have been revised since the date of data extraction. The most up-to-date values can be consulted in the online dashboard.

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1

About the Public Transport Authorities

Who are EMTA members?

EMTA members are metropolitan public transport authorities (PTAs), responsible for organising public transport and other mobility services in, and in most cases also beyond, the core city. The exact tasks of EMTA members vary – some authorities are tasked with setting the broader mobility policy and procurement, with little or no responsibility for the operational side of day-to-day services; at the other end of the spectrum are PTAs responsible not only for running public transport services but also for their branding and marketing. Also, the ownership structures and organisational models can vary significantly across different PTAs.

EMTA IN 2025

MEMBERS - PTAs

35

COUNTRIES

21

EMTA members - 2025



What kind of area do the PTAs serve?

As metropolitan public transport authorities are, in most cases, responsible for mobility services beyond the core city, the geographical perimeter of the PTAs is usually much larger than the city itself. On average, the PTA service area is 15 times greater than that of the main city.

EMTA IN 2025

AREA

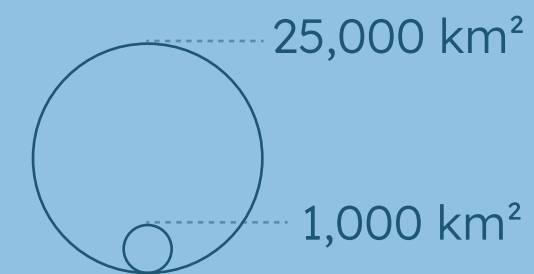
202,078 km²

GDP

5,536 Billion Euros

Surface of EMTA members - 2025

- Main City Surface
- PTA Area Surface
- Incomplete or unavailable



How to read ? The area of the circle is proportional to the surface area.

What is the population of PTA areas?

The population of PTA areas is, on average, more than twice that of the main city, with a cumulated population of 105 million over the 35 EMTA members.

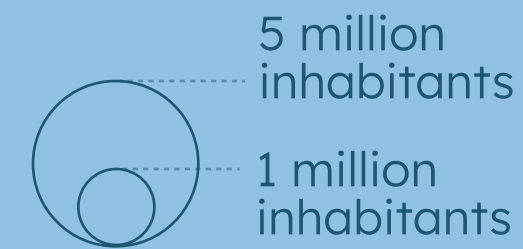
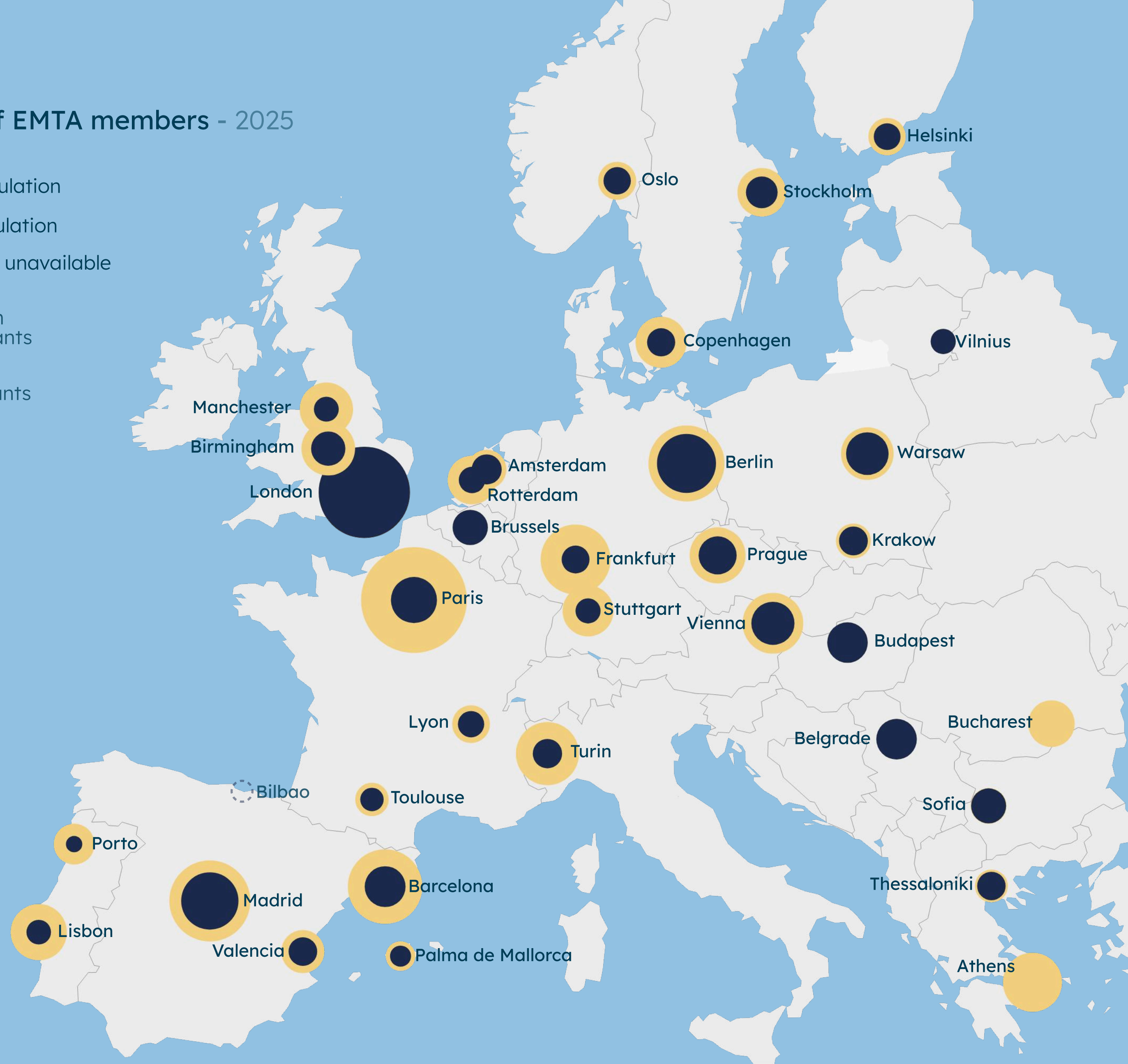
EMTA IN 2025

INHABITANTS
107 million

DENSITY
528 inhabitants/km²

Population of EMTA members - 2025

- Main City Population
- PTA Area Population
- Incomplete or unavailable



How to read ? The area of the circle is proportional to the number of inhabitants.

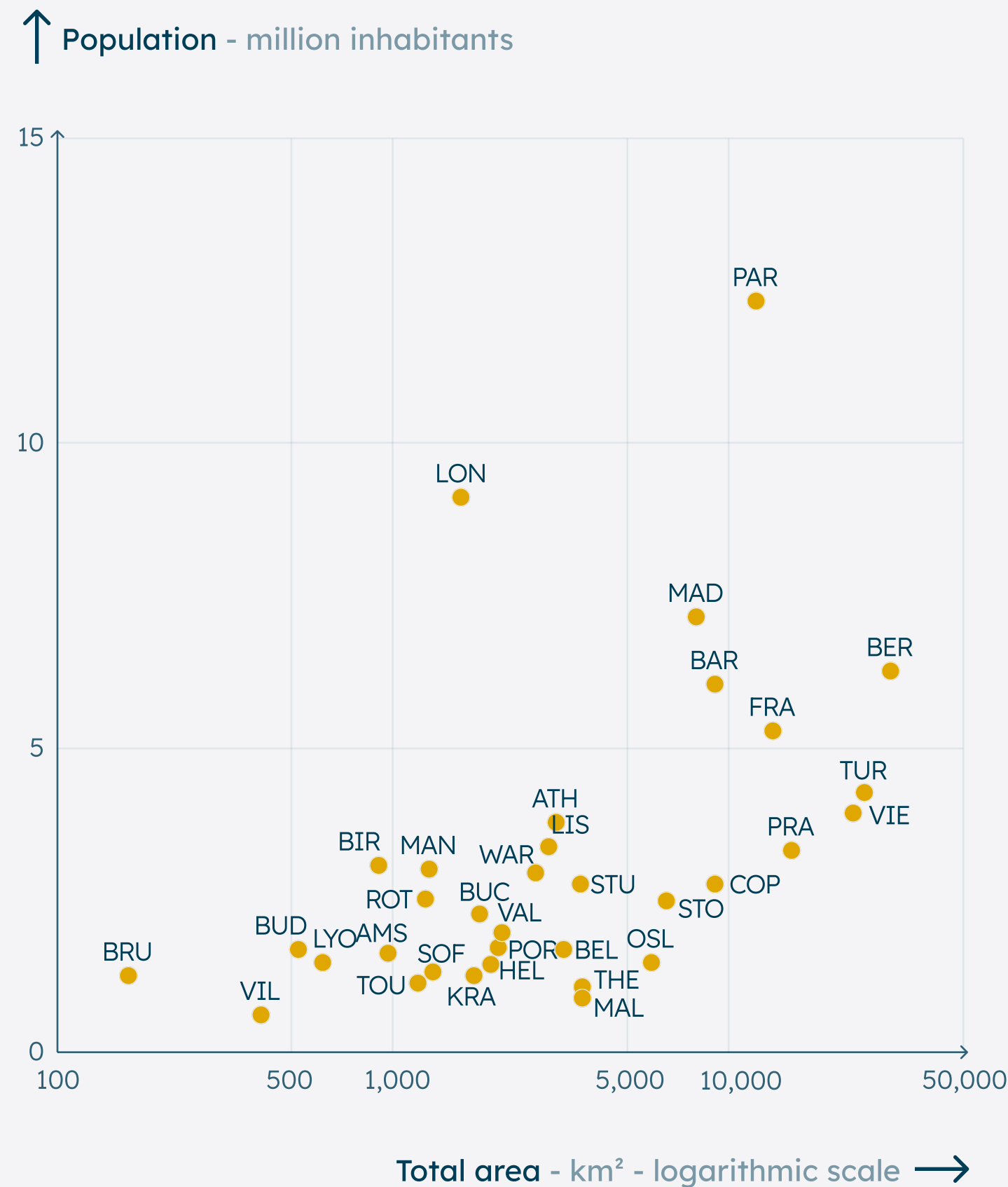
How different are the PTAs?

The PTAs vary significantly across the EMTA membership, not only in their responsibilities but also in their geographical remit.

Some PTA areas, such as those of Vilnius, Budapest and Belgrade, cover only the main city, whereas the area of PTAs in Vienna, Copenhagen, Berlin and Turin, for example, include towns and villages located in some cases more than 100 kilometres from the centre of the main city.

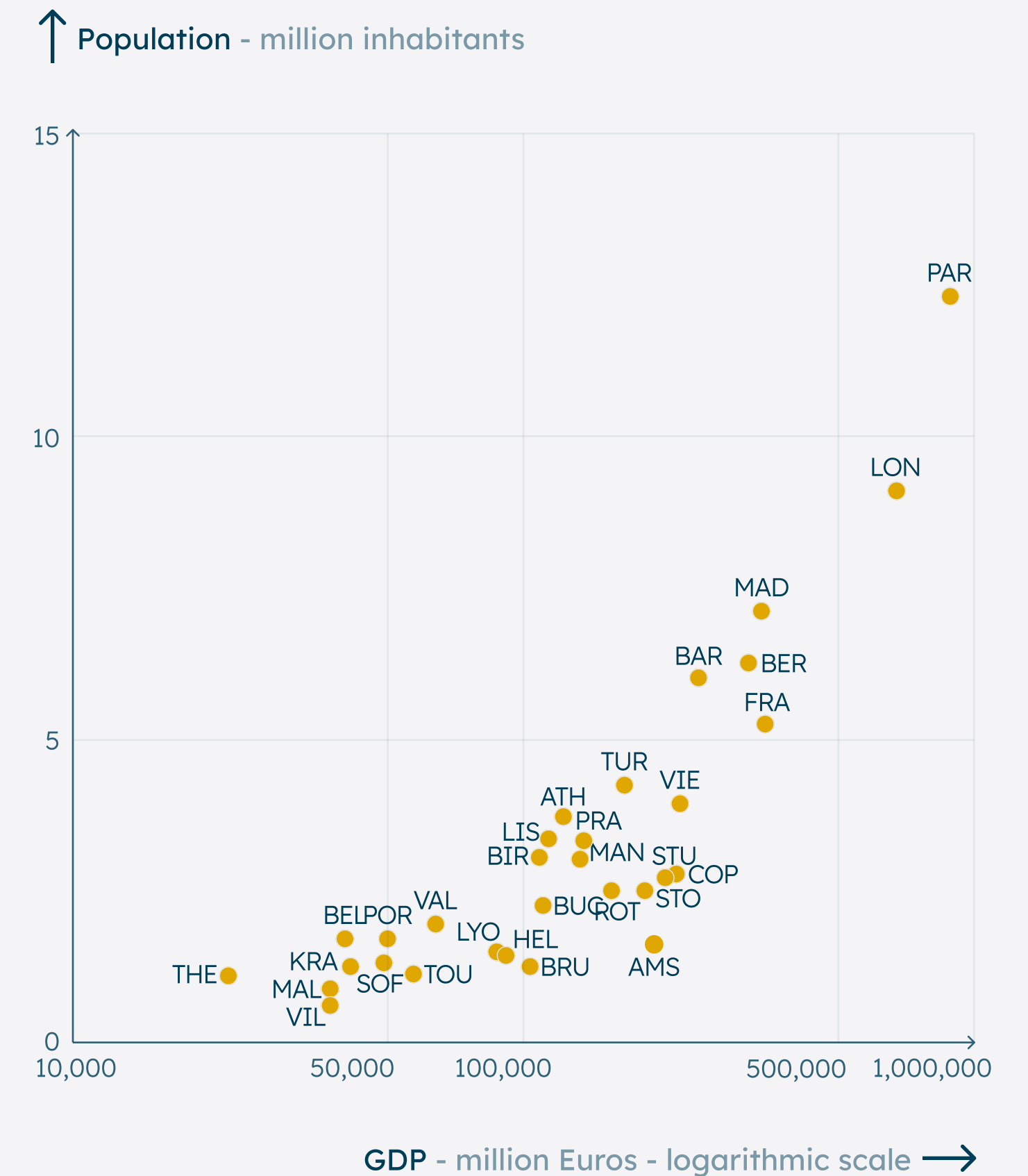
One must take this into account when making comparisons between PTAs.

Comparing PTA areas - 2025



How to read ? Berlin is the largest PTA area with a surface of 30,545 km² and a population of 6,3 million inhabitants.

Values are incomplete for Bilbao.



How to read ? Paris is the most populated and the most wealthy PTA area with more than 12 million inhabitants and a GDP of 876 billion Euros.

Values are incomplete for Amsterdam, Bilbao, Budapest, Oslo, Warsaw.

Label	Authority	Main City	Population	Population	Surface	Surface	Pop. Density	Pop. Density	GDP	GDP per capita	Urbanized	PTA/FUA*	PTA/FUA*
			PTA area inhabitants	main City inhabitants	PTA area km ²	main City km ²	PTA area inhabitants/km ²	main City inhabitants/km ²	PTA area million Euros	PTA area Euros	% of PTA area	pop. ratio *Functional urban area	surface ratio *Functional urban area
AMS	Vervoerregio Amsterdam	Amsterdam	1,596,479	890,619	981	232	1,628	3,836	192,743	120,730	55 %	55 %	29 %
ATH	Athens Urban Transport Organization (OASA S.A.)	Athens	3,721,662		3,080		1,208		122,430	32,897	23 %		98 %
BAR	Autoritat Del Transport Metropolità	Barcelona	6,017,087	1,713,247	9,116 P	101	660	16,904	243,556	40,477	16 %	118 %	343 %
BEL	Secretariat For Public Transport	Belgrade	1,685,563	1,685,563	3,225	3,225	523	523	39,900 P	23,672	18 %		103 %
BER	Verkehrsverbund Berlin-Brandenburg	Berlin	6,254,158	3,701,307	30,545	891	205	4,154	313,219	50,082	12 %	125 %	173 %
BIL	Consorcio de Transportes de Bizkaia	Bilbao											
BIR	Transport for West Midlands	Birmingham	3,036,605	1,183,618	911	271	3,334	4,375	107,897	35,532	70 %		42 %
BRU	Brussels Mobility	Brussels	1,255,795	1,255,795	162	162	7,752	7,752	103,000 P	82,020	100 %		
BUC	Ilfov Public Transport Intercommunity Development Association	Bucharest	2,258,507		1,823		1,239		110,473	48,914	31 %		169 %
BUD	Centre for Budapest Transport	Budapest	1,685,209	1,685,209	525	525	3,208	3,208			83 %	56 %	8 %
COP	Movia Public Transport	Copenhagen	2,746,639	772,939	9,203	100	298	7,760	217,929	79,344	20 %		308 %
FRA	Rhein-Main Verkehrsverbund GMBH	Frankfurt	5,251,948 P	757,636 P	13,592	249	386	3,046	342,624	65,238	16 %	196 %	315 %
HEL	Helsingin seudun liikenne (HSL)	Helsinki	1,435,551	694,392	1,970	215	729	3,230	90,823 P	63,267		92 %	37 %
KRA	Zarząd Transportu Publicznego (ZTP)	Krakow	1,235,490	816,614	1,748	327	707	2,494	41,310	33,436	33 %		46 %
LIS	Transportes Metropolitanos de Lisboa	Lisbon	3,352,939	575,739	2,938	98	1,141	5,853	113,233	33,771	31 %	111 %	66 %
LON	Transport for London	London	9,089,736 P	9,089,736 P	1,605	1,605	5,665	5,665	672,087 P	73,939	92 %		23 %
LYO	SYTRAL mobilités	Lyon	1,454,148	668,762	622	63	2,339	10,646	86,563	59,528	73 %	62 %	17 %
MAD	Consorcio Regional de Transportes de Madrid	Madrid	7,113,886	3,477,497	8,031	605	886	5,748	336,489	47,300	12 %	102 %	101 %
MAL	Consorci de Transports de Mallorca	Palma de Mallorca	877,559	409,375	3,654	210	240	1,948	37,333	42,542	8 %	124 %	176 %
MAN	Transport for Greater Manchester	Manchester	3,009,664 P	589,670 P	1,295	117	2,325	5,027	133,934 P	44,501	76 %		41 %
OSL	RUTER AS	Oslo	1,477,921	728,714	5,899	426	251	1,711			11 %		74 %
PAR	Île-de-France Mobilités	Paris	12,290,623	2,208,240	12,065	105	1,019	20,945	876,149	71,286	24 %	93 %	100 %
POR	Area Metropolitana do Porto	Porto	1,716,335	231,591	2,054	42	835	5,572	49,875	29,059	48 %	132 %	213 %
PRA	Regionální Organizátor Pražské Integrované Dopravy	Prague	3,318,612	1,474,876	15,408	497	215	2,966	136,246	41,055	8 %	150 %	270 %
ROT	Metropoolregio Rotterdam/Den Haag	Rotterdam	2,489,498	672,960	1,256	342	1,982	1,968	157,460 P	63,250	67 %	131 %	57 %
SOF	Sofia Urban Mobility Centre (SUMC)	Sofia	1,303,813	1,235,261	1,327	1,327	983	931	49,344	37,846	29 %	85 %	23 %
STO	Region Stockholm	Stockholm	2,486,251	999,239	6,548	188	380	5,309	186,552	75,033	15 %		81 %
STU	Verband Region Stuttgart	Stuttgart	2,727,633	601,792	3,653	207	747	2,904	206,002	75,524	35 %	108 %	100 %
THE	Thessaloniki Transport Authority SA (TheTA)	Thessaloniki	1,081,483	793,874	3,677	112	294	7,088	22,229	20,554	11 %		
TOU	Tisséo Collectivités	Toulouse	1,125,362	519,940	1,201	118	937	4,403	56,716	50,398	38 %	74 %	23 %
TUR	Agenzia Mobilità Piemontese	Turin	4,248,534	846,757	25,320	130	168	6,495	167,722	39,478	5 %	248 %	1489 %
VAL	Autoritat de Transport de Valencia	Valencia	1,928,233	802,786	2,141	121	901	6,637	63,718	33,045	24 %	109 %	121 %
VIE	Verkehrsverbund Ost-Region	Vienna	3,923,850	1,920,181	23,432	414	167	4,633	220,934	56,305	5 %		255 %
VIL	JUDU – Susisiekimo paslaugos	Vilnius	607,667	607,667	408	408	1,488	1,488	37,500 P	61,711	63 %	85 %	9 %
WAR	Zarząd Transportu Miejskiego	Warsaw	2,913,155	1,866,729	2,664	517	1,093	3,613					31 %



2

Multimodal networks

Which transport modes are subject to data reporting?

Most PTAs have a mandate to procure all or most transport services within their area. However, some PTAs may not have the mandate to procure all public transport modes within their area: urban buses can be procured by a municipality, or commuter or regional trains by the regional/ national government.

Some services, over which a PTA has limited control, can therefore be excluded from the barometer reporting scope. The PTAs and transport modes included in the barometer data this year are shown on the chart.

Also excluded from the reporting scope are bike-sharing, car-sharing, and car-pooling. Walking and cycling are reported through modal shares only.

PTA's data reporting scope - 2025

		Regional Bus	Urban bus	Regional Rail	Commuter Rail	Light Rail	Tram	Metro	Other
Amsterdam	AMS			-	-	-			-
Athens	ATH	-		-	-	-			-
Barcelona	BAR			-		-			-
Belgrade	BEL	-		-		-		-	
Berlin	BER					-			
Bilbao	BIL	-	-	-	-	-	-	-	-
Birmingham	BIR	-		-		-		-	
Brussels	BRU	-		-	-	-			-
Bucharest	BUC			-	-	-			
Budapest	BUD	-		-	-	-			-
Copenhagen	COP	-		-			-		
Frankfurt	FRA					-			-
Helsinki	HEL			-					
Krakow	KRA	-		-	-	-		-	-
Lisbon	LIS			-					
London	LON	-		-					-
Lyon	LYO	-		-	-	-			
Madrid	MAD			-			-		-
Manchester	MAN	-		-		-		-	-
Oslo	OSL			-	-	-			
Palma de Mallorca	MALL			-		-	-		-
Paris	PAR			-		-			-
Porto	POR		-	-	-	-	-	-	-
Prague	PRA			-	-	-			
Rotterdam	ROTT			-	-	-			-
Sofia	SOF	-		-	-	-			-
Stockholm	STO		-	-			-		-
Stuttgart	STU						-	-	-
Thessaloniki	THE			-	-	-	-	-	-
Toulouse	TOU	-		-	-	-			
Turin	TUR					-			
Valencia	VAL			-	-	-			-
Vienna	VIE	-	-	-	-	-	-	-	-
Vilnius	VIL	-		-	-	-	-	-	-
Warsaw	WAR	-				-			-

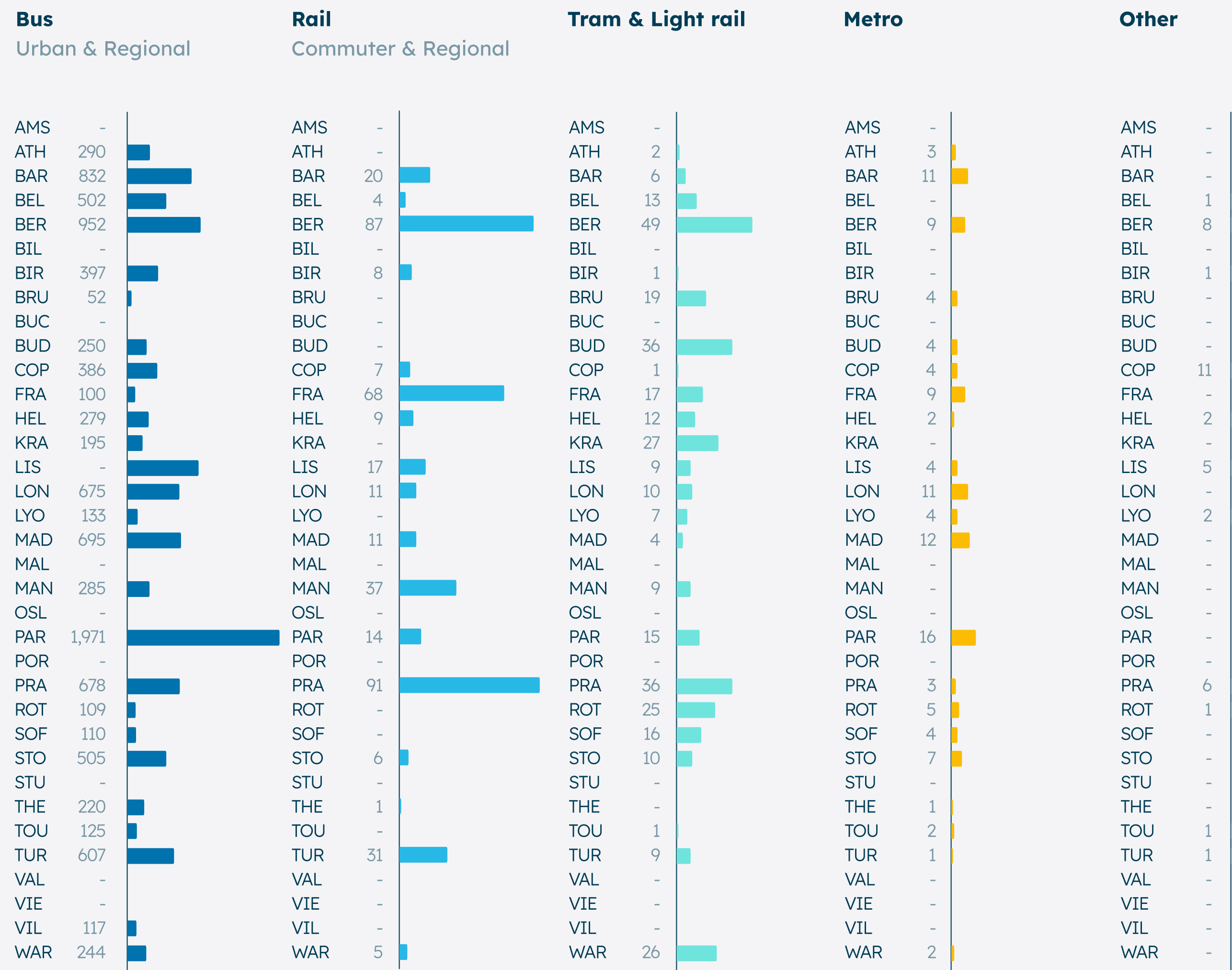
How many lines in each network?

The number of lines in a network is one way of measuring the public transport offer. German city regions do generally have a very comprehensive commuter and regional rail network, while for example Krakow, Warsaw and Budapest are strong on trams and light rail. On should keep in mind, though, that the number of lines does not reflect the capacity, or give a complete picture of how each network is constructed. For example, any number of metro lines above 5 can generally be considered an expansive network, whereas 5 tram lines, let alone 5 bus routes, cannot.

EMTA IN 2025

NUMBER OF LINES
> 12,600

Number of public transport lines per mode - 2025



Bar length for bus lines is scaled separately, while all other modes use a common scale. Only lines operating on weekdays are included in this chart.



3

Modal Shares & Car Ownership Rate

How do people travel?

Across the EMTA PTAs that we received data from, almost a fourth of all trips were made predominantly by public transport. However, the modal share of motorised vehicles is still considerably higher, which is due to the PTA areas covering both suburban and rural areas beyond the city cores. On average, walking and cycling together represent more than a third of modal share, even when not counting cycling or walking to and from public transport stops.

EMTA IN 2025

PUBLIC TRANSPORT

24% of journeys

WALKING

33% of journeys

MOTORISED VEHICLES

38% of journeys

CYCLING

5% of journeys

Breakdown of daily journeys per transport modes - Last available year



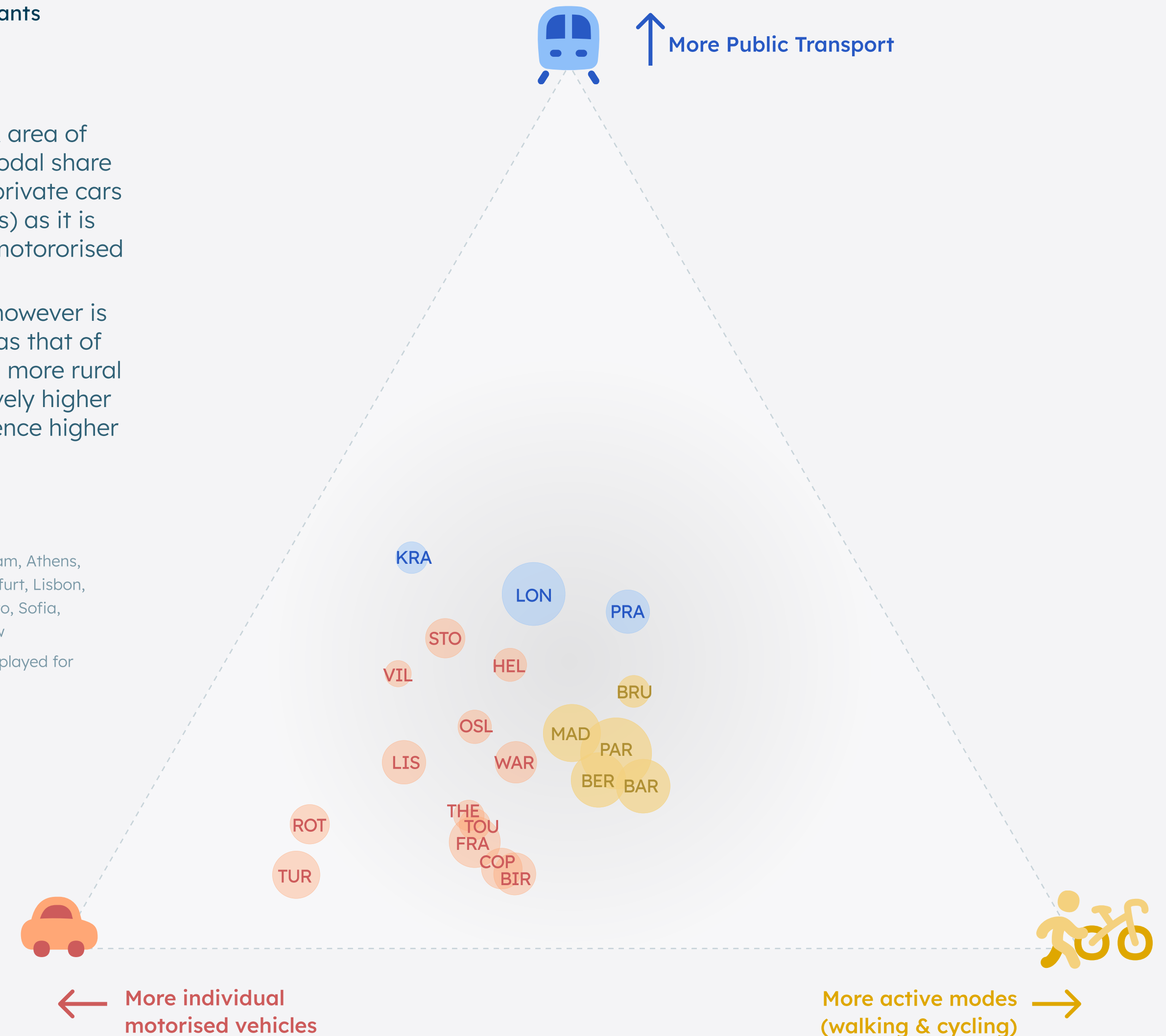
Number of inhabitants

How to read ? The PTA area of Turin has the highest modal share of motorised vehicles (private cars and powered 2-wheelers) as it is plotted closest to the "motorised vehicle" corner.

One important caveat however is that larger areas, such as that of Turin, inevitably contain more rural populations, with relatively higher car-dependence and hence higher car use.

Values are incomplete for Amsterdam, Athens, Bilbao, Bucharest, Budapest, Frankfurt, Lisbon, Lyon, Oslo, Palma de Mallorca, Porto, Sofia, Stuttgart, Valencia, Vienna, Warsaw

The data source is too old to be displayed for Belgrade and Lyon.



How do people travel?

There is great variation in modal share patterns across the PTAs.

Public transport has, generally speaking, higher modal share in the PTAs whose geographical remit consists of the main city only, such as Belgrade and Krakow. On the other hand, the high modal share of public transport in London (40%) may reflect the sheer size of the urban area, the extensive rail network, and the ultra-low emission zones established within London.

When looking at the data for individual motorised vehicles, PTAs with a large geographical, non-urban area, stick out, such as those of Turin, Frankfurt and Copenhagen.

Label	Main City	Average number of daily journeys	Share of Motorised Vehicles	Share of Public Transport	Share of Cycling	Share of Walking	Year of the last study	Cars per 1,000 inhabitants PTA area	Cars per 1,000 inhabitants main City	Urbanized area % of PTA area
AMS	Amsterdam									55 %
ATH	Athens									23 %
BAR	Barcelona	20,109,574	34 %	18 %	2 %	45 %		431 P	471,498 P	16 %
BEL	Belgrade	3,010,000	24 %	50 %	1 %	24 %	2017	425	425	18 %
BER	Berlin	18,900,000	38 %	19 %	12 %	31 %	2023	433	334	12 %
BIL	Bilbao									
BIR	Birmingham	6,930,115	50 % P	8 % P	2 % P	40 % P		389	343	70 %
BRU	Brussels	4,517,890	29 %	29 %	9 %	31 %	2024	251	251	100 %
BUC	Bucharest									31 %
BUD	Budapest							434	434	83 %
COP	Copenhagen	6,992,535	51 %	9 %	17 %	23 %	2025	423	239	20 %
FRA	Frankfurt	2,280,000 P	52 %	12 %	9 %	27 %	2023			16 %
HEL	Helsinki	3,260,000	38 %	32 %	4 %	24 %	2025	495	422	
KRA	Krakow	2,231,459	41 %	44 %	4 %	10 %	2023	659 P		33 %
LIS	Lisbon	5,050,000	53 %	21 %	1 %	24 %				31 %
LON	London	26,640,000 P	33 % P	40 % P	4 % P	23 % P		279 P	279 P	92 %
LYO	Lyon		26 %	26 %	3 %	45 %	2015			73 %
MAD	Madrid	16,433,143	36 %	24 %	1 %	36 %	2024	579	391	12 %
MAL	Palma de Mallorca									8 %
MAN	Manchester							461 P	303 P	76 %
OSL	Oslo	4,212,075	44 %	25 %	5 %	23 %	2025	434	339	11 %
PAR	Paris	40,000,000	35 % P	22 % P	2 % P	41 % P		368 P		24 %
POR	Porto									48 %
PRA	Prague		26 %	38 %	1 %	35 %	2021	687	739	8 %
ROT	Rotterdam	6,447,800	65 %	14 %	9 %	12 %		440		67 %
SOF	Sofia									29 %
STO	Stockholm		42 %	35 %	8 %	13 %	2025	269	195	15 %
STU	Stuttgart									35 %
THE	Thessaloniki	1,600,000	51 %	15 %	9 %	25 %	2023	542		11 %
TOU	Toulouse	780,206	50 %	14 %	5 %	29 %	2023	609	470	38 %
TUR	Turin		69 %	8 %	4 %	19 %		723 P	748 P	5 %
VAL	Valencia									24 %
VIE	Vienna									5 %
VIL	Vilnius	1,580,000 P	49 %	31 %	4 %	16 %	2025	456 P	456 P	63 %
WAR	Warsaw	6,707,000	44 %	21 %	4 %	31 %	2025			

Where are the highest car ownership rates?

There is no obvious relationship between car ownership and car use. It is remarkable, however, that among the wealthier PTA areas, most have a car ownership rate that is lower than average. Here, other factors may be at play: London and Stockholm boast an extensive urban rail network, and the capital region of Brussels is rather densely populated, for example.

EMTA IN 2025

IN PTA AREAS

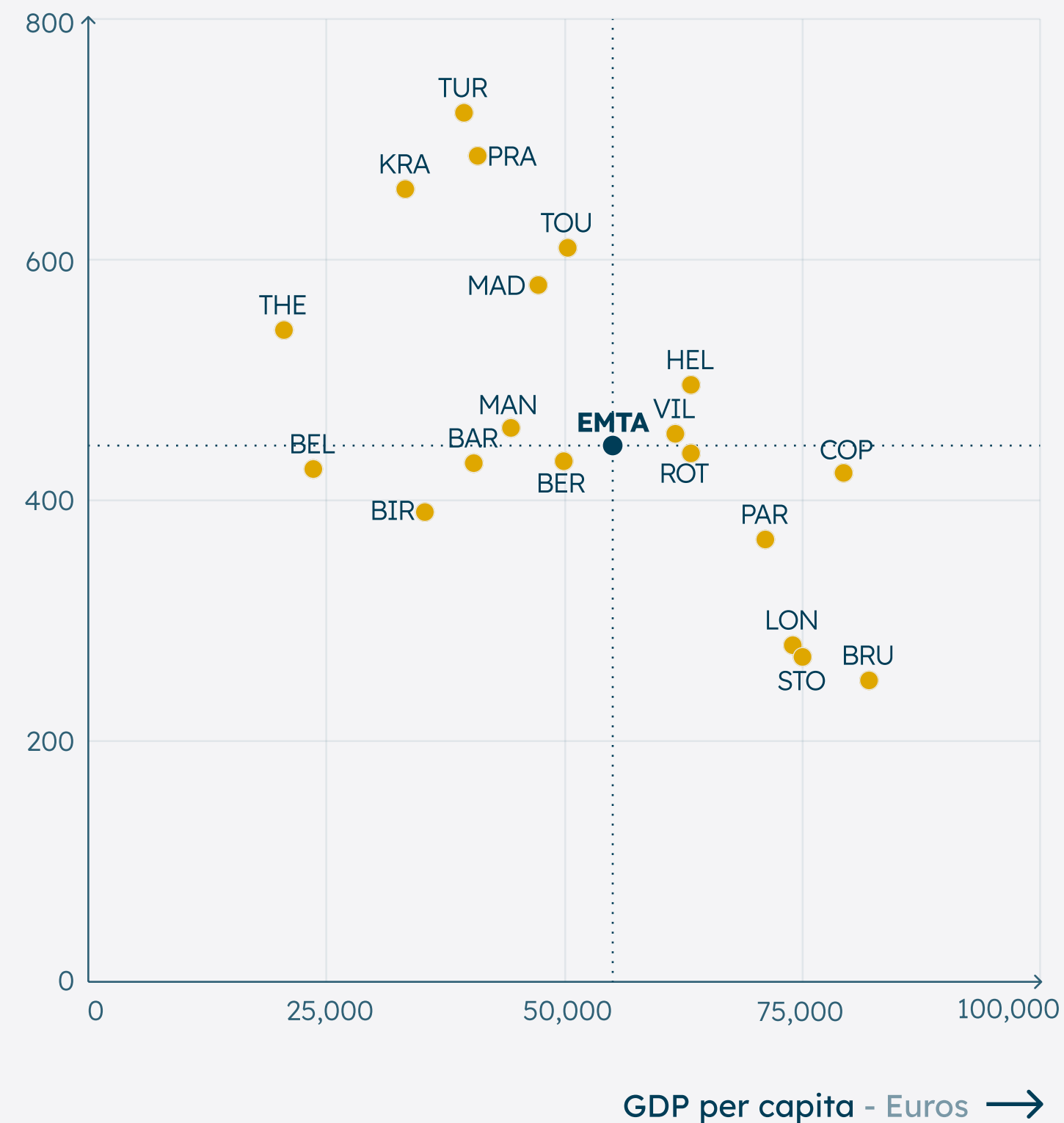
445 cars
per 1,000 inhabitants

IN MAIN CITIES ONLY

363 cars per
1,000 inhabitants

Comparing PTAs areas car ownership rates - 2025

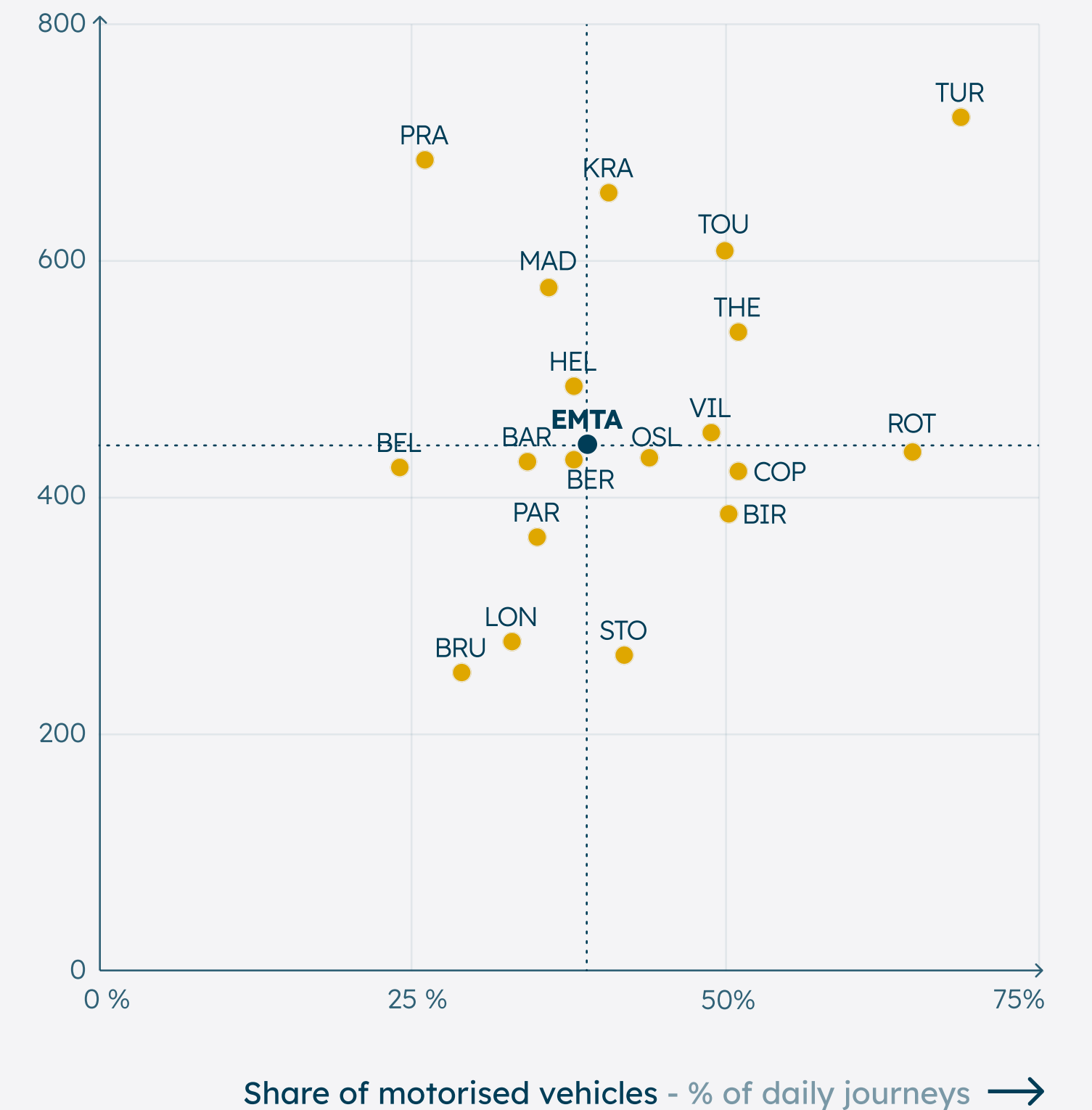
↑ Car ownership rate - cars per 1,000 inhabitants



How to read ? The PTA area of Brussels has the highest GDP per capita, and one of the lowest car ownership rates.

Values are missing for Amsterdam, Athens, Bilbao, Bucharest, Budapest, Frankfurt, Lisbon, Lyon, Oslo, Palma de Mallorca, Porto, Sofia, Stuttgart, Valencia, Vienna, Warsaw.

↑ Car ownership rate - cars per 1,000 inhabitants



How to read ? The highest car ownership is in the PTA areas of Prague and Turin with around 700 cars per 1,000 inhabitants, despite for Prague a below-average modal share for cars and motorcycles.

Values are missing for Amsterdam, Athens, Bilbao, Bucharest, Budapest, Frankfurt, Lisbon, Lyon, Manchester, Palma de Mallorca, Porto, Sofia, Stuttgart, Valencia, Vienna, Warsaw.



4

Bus fleets electrification

What is the propulsion mix within bus fleets?

The share of electric buses keeps increasing across Europe. Within some metropolitan areas, more than a third of the bus fleet is electric, and the proportion of passenger-kilometres powered by electricity is even larger. The PTAs in London, Amsterdam, Rotterdam/The Hague, Copenhagen, Oslo and Helsinki stand out as frontrunners.

EMTA

GAS & DIESEL

66% of bus fleet

ELECTRIC

16% of bus fleet

BIODIESEL & BIOGAS

6% of bus fleet

HYBRID ELECTRIC

12% of bus fleet

Breakdown of bus fleets per propulsion mode - 2025

Gas & Diesel

Diesel Euro VI, Diesel Euro III-V including EEV and older Diesel, Gas including CNG and LPG

Hybrid electric

Plug-in hybrid electric and other hybrid electric vehicles

Electric

Trolleybus, battery-electric vehicle with depot charging, battery-electric vehicle with opportunity charging

Biodiesel & Biogas

biodiesel and biogas vehicles

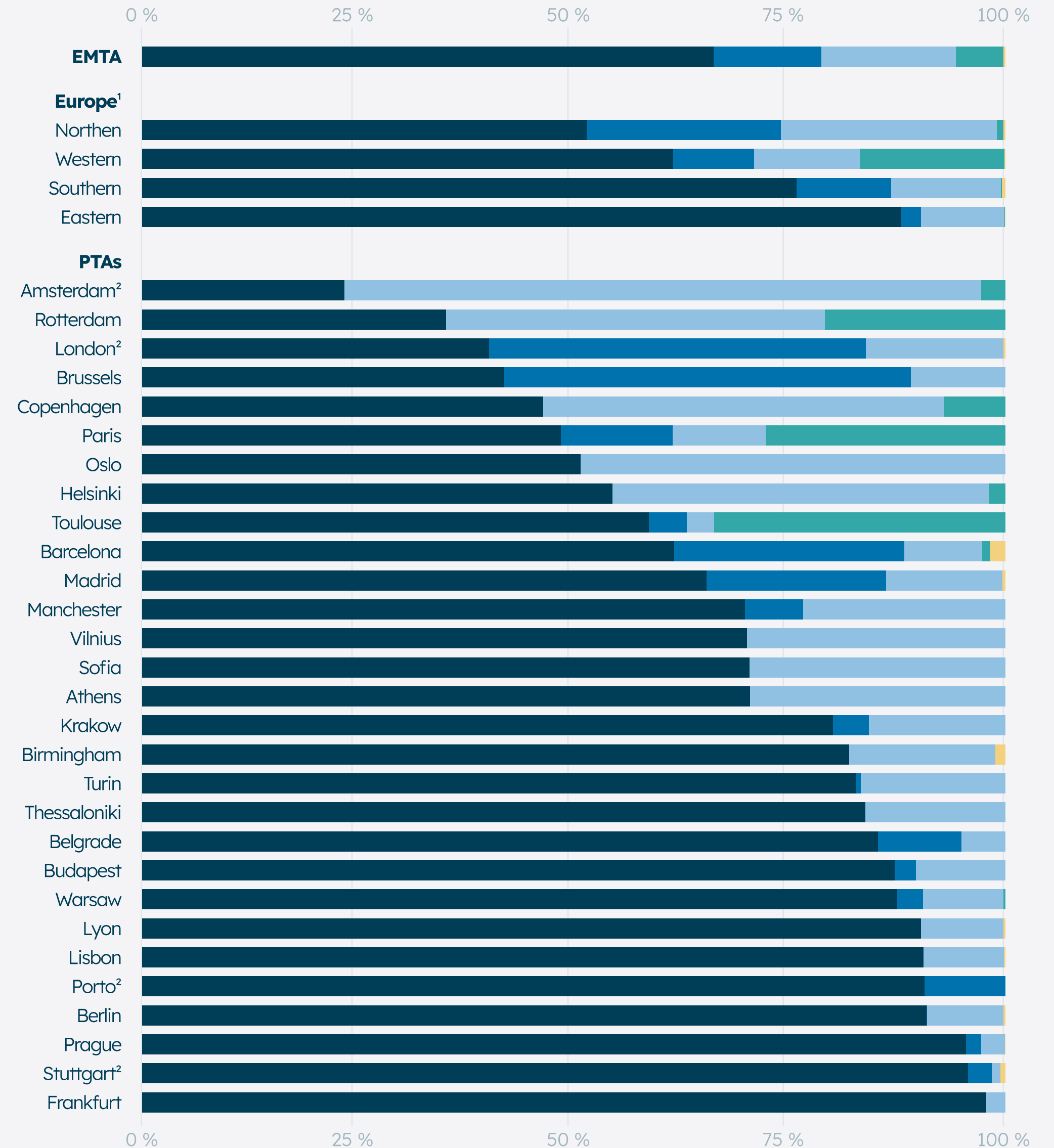
Hydrogen

Hydrogen fuel-cell vehicle

¹ According to the United Nations Statistics classification

² The 2025 data is not available, so 2024 data has been used instead.

Values are incomplete for Bilbao, Bucharest, Palma de Mallorca, Stockholm, Valencia, Vienna.



What is the propulsion mix within bus fleets?

Breakdown of bus fleets per propulsion mode - 2025

Gas & Diesel

Diesel Euro VI, Diesel Euro III-V including EEV and older Diesel, Gas including CNG and LPG

Hybrid electric

Plug-in hybrid electric and other hybrid electric vehicles

Electric

Trolleybus, battery-electric vehicle with depot charging, battery-electric vehicle with opportunity charging

Biodiesel & Biogas

biodiesel and biogas vehicles

Hydrogen

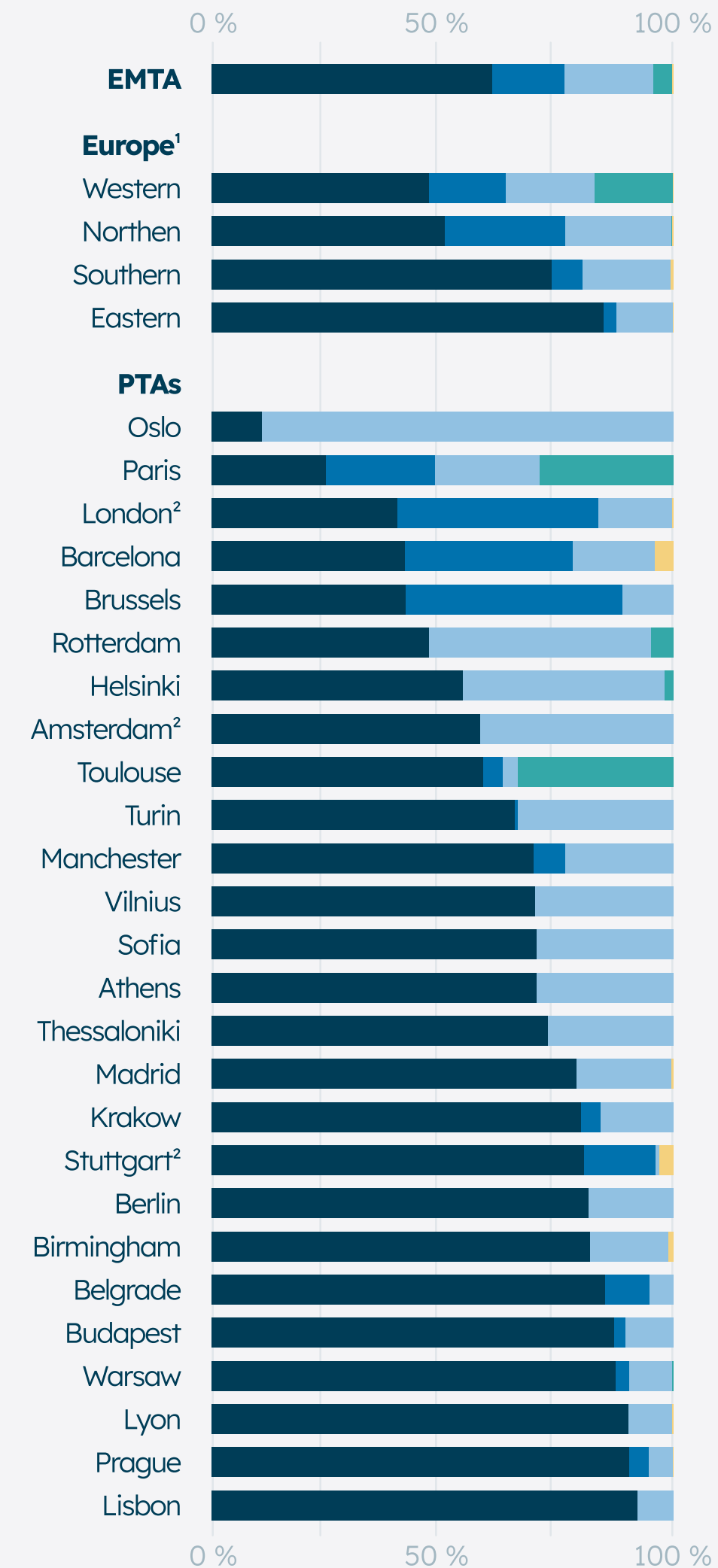
Hydrogen fuel-cell vehicle

¹ According to the United Nations Statistics classification

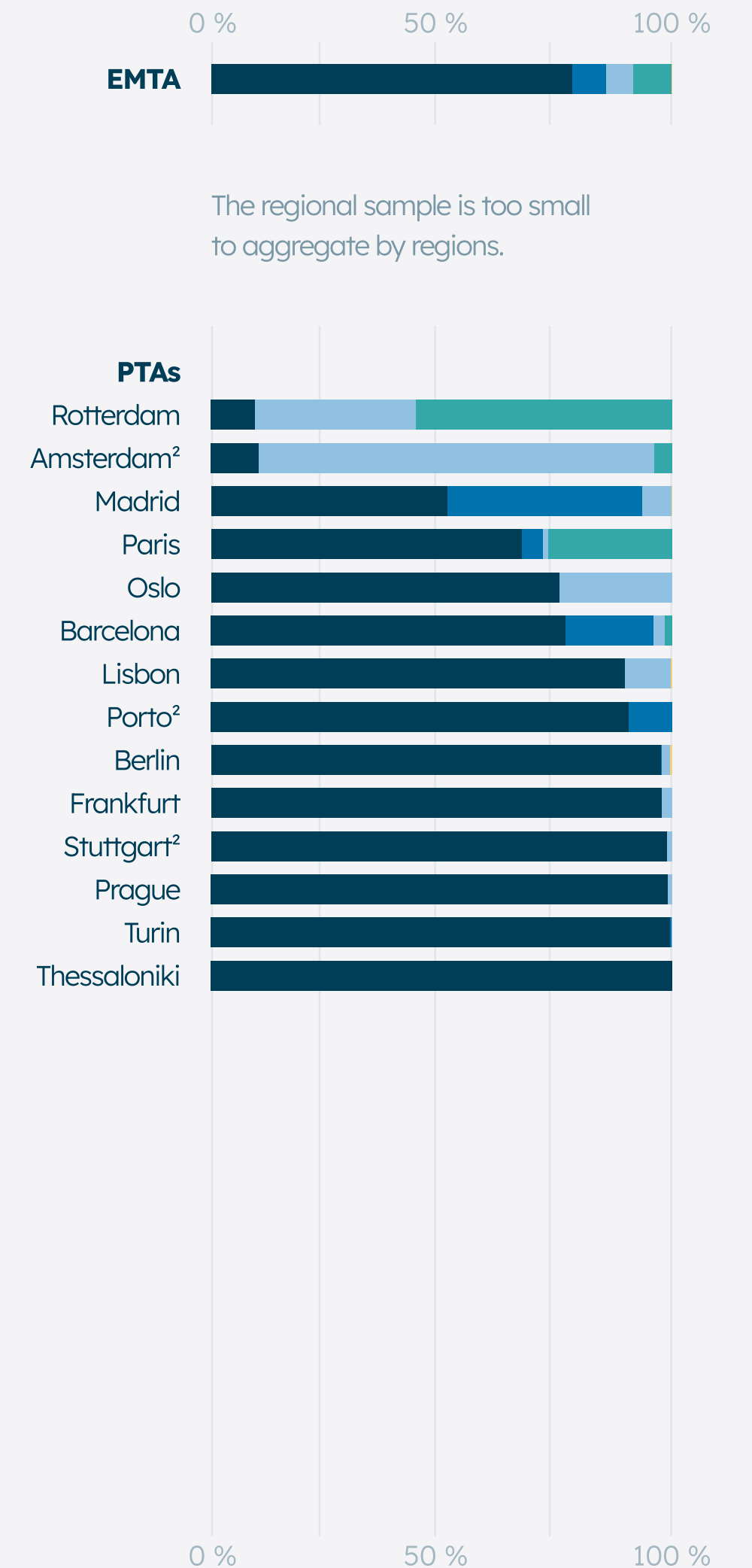
² The 2025 data is not available, so 2024 data has been used instead.

Values are incomplete for Bilbao, Bucharest, Palma de Mallorca, Stockholm, Valencia, Vienna.

Urban buses



Regional buses



At what pace is the electrification of fleets happening?

These time series illustrate how bus fleets have transitioned across various PTA areas. The pace of electrification has been extraordinarily rapid in Amsterdam in the past years, and also Copenhagen has made significant inroads.

Gas & Diesel

Diesel Euro VI, Diesel Euro III-V including EEV and older Diesel, Gas including CNG and LPG

Hybrid electric

Plug-in hybrid electric and other hybrid electric vehicles

Electric

Trolleybus, battery-electric vehicle with depot charging, battery-electric vehicle with opportunity charging

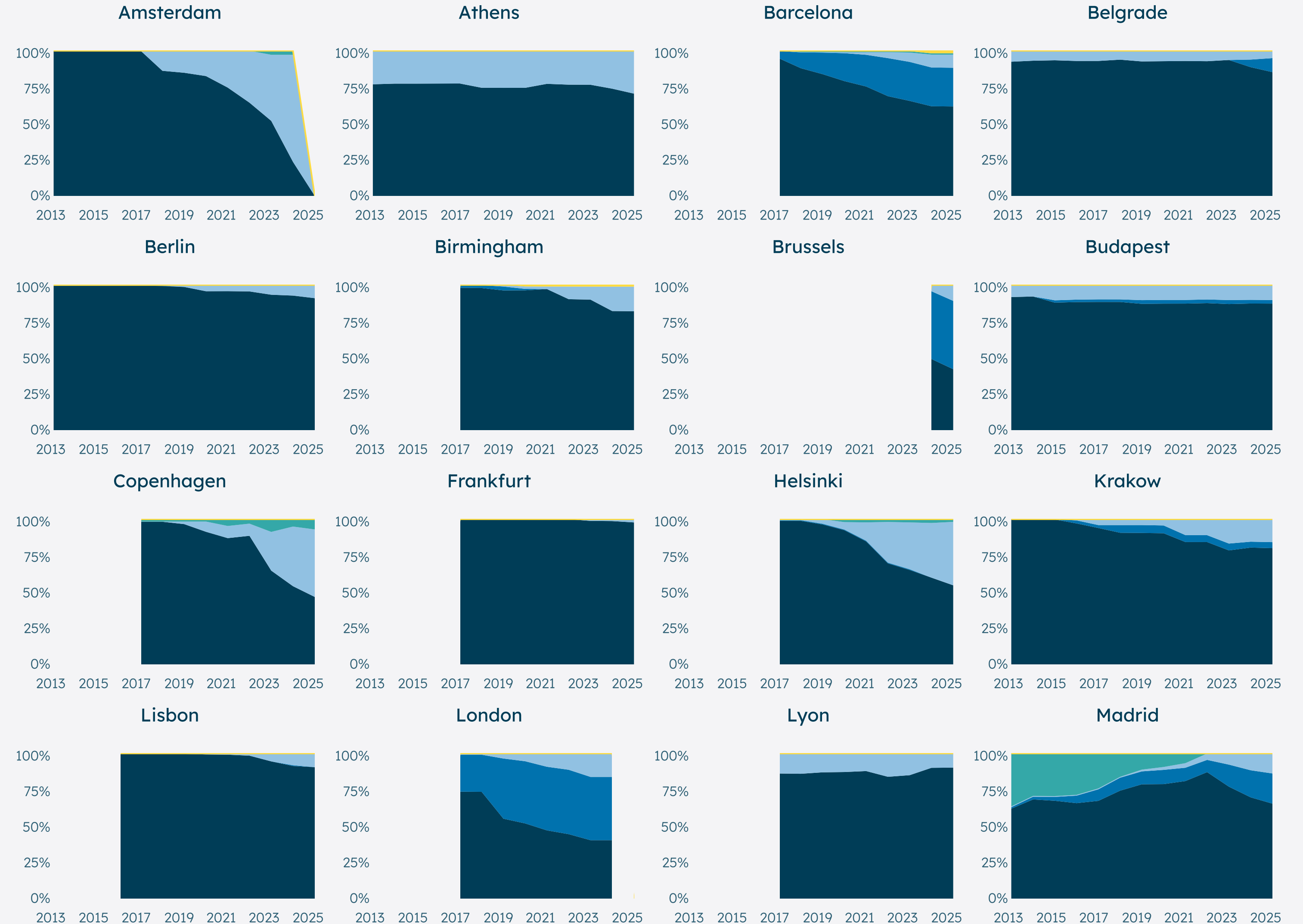
Biodiesel & Biogas

biodiesel and biogas vehicles

Hydrogen

Hydrogen fuel-cell vehicle

Breakdown of bus fleets per propulsion mode - Time series



Values are missing for Bilbao, Bucharest and Stockholm.

At what pace is the electrification of fleets happening?

Helsinki and Oslo have also kept up their pace of electrification. Athens and Lyon, for example, have had electric buses for decades, thanks to their trolleybus networks.

Gas & Diesel

Diesel Euro VI, Diesel Euro III-V including EEV and older Diesel, Gas including CNG and LPG

Hybrid electric

Plug-in hybrid electric and other hybrid electric vehicles

Electric

Trolleybus, battery-electric vehicle with depot charging, battery-electric vehicle with opportunity charging

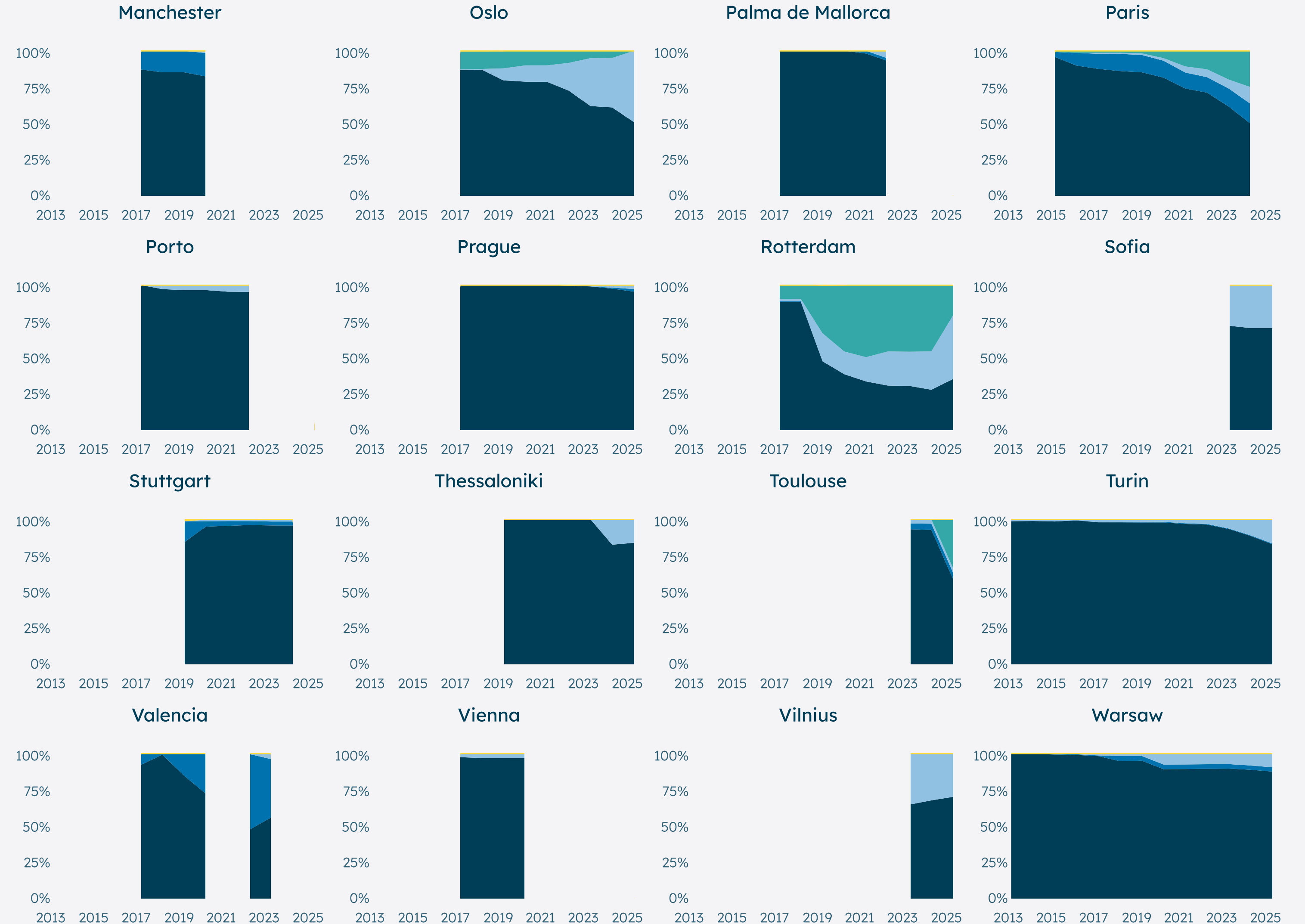
Biodiesel & Biogas

biodiesel and biogas vehicles

Hydrogen

Hydrogen fuel-cell vehicle

Breakdown of bus fleets per propulsion mode - Time series



Values are missing for Bilbao, Bucharest and Stockholm.



5

Public Transport Supply & Demand

What's the public transport supply by mode?

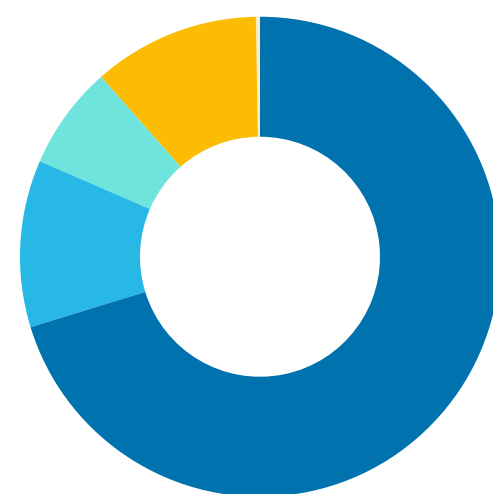
In total, public transport vehicles – buses, trains, trams, light rail, metro networks and others – cover 4,4 billion kilometres a year within the EMTA member PTAs who we have data for in 2025. 70% of this distance was covered by buses.

EMTA IN 2025

VEHICLE-KM - ALL MODES

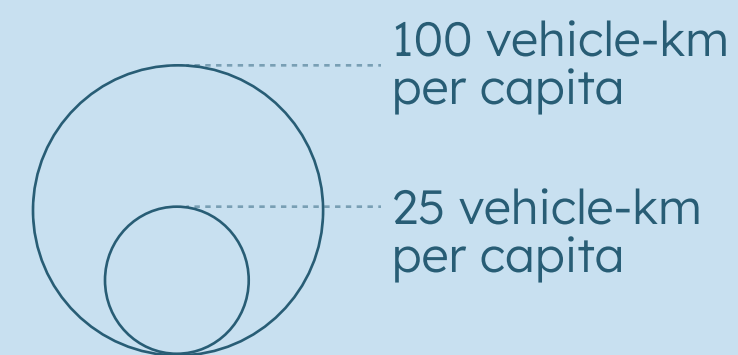
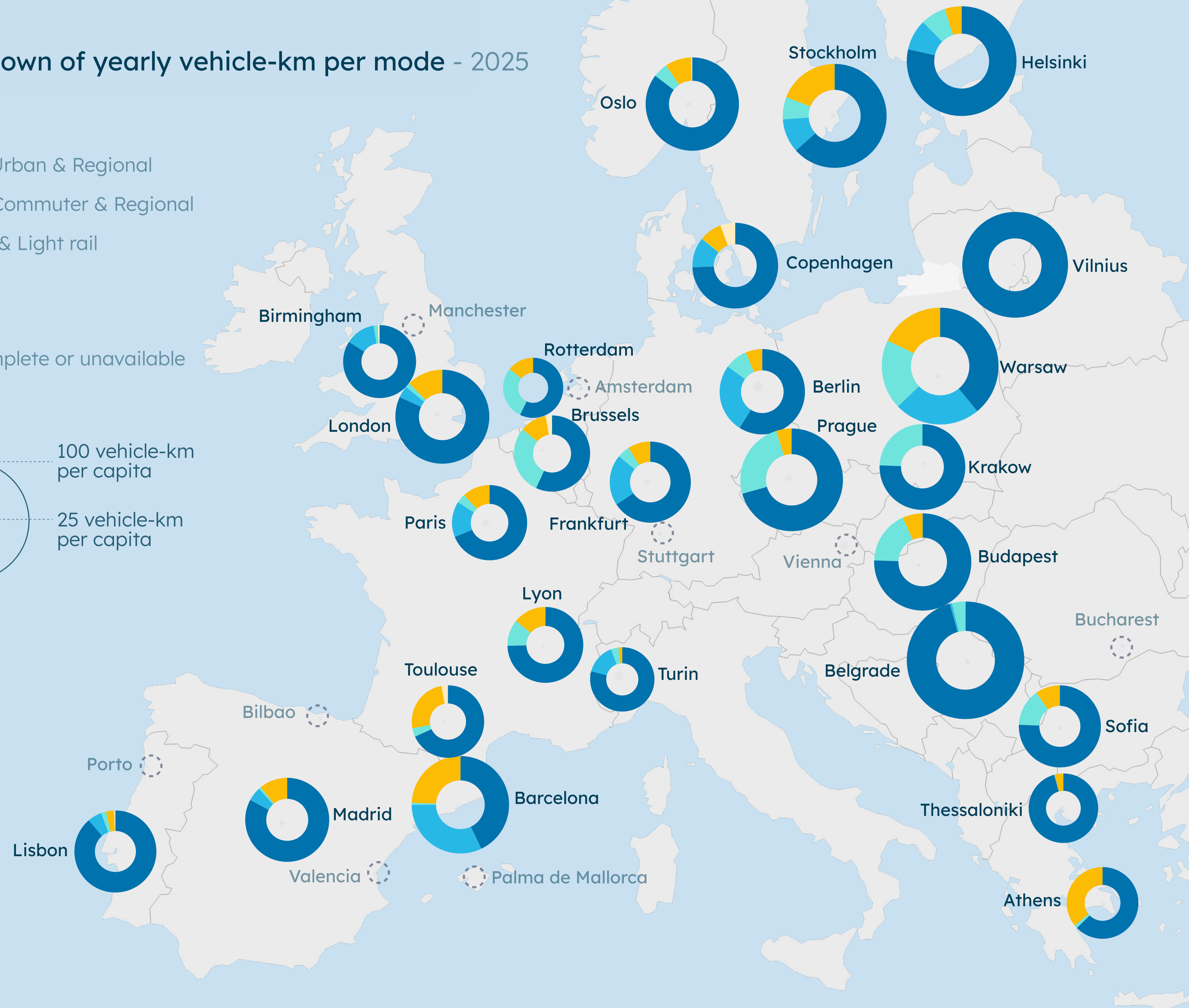
4,652 million

Bus	70 %
Rail	12 %
Tram & Light rail	7 %
Metro	11 %



Breakdown of yearly vehicle-km per mode - 2025

- Bus Urban & Regional
- Rail Commuter & Regional
- Tram & Light rail
- Metro
- Other
- Incomplete or unavailable



How to read ? How to read? Barcelona and Warsaw are the only PTA areas where buses represent less than 50% of the vehicle-kilometres supplied.

What's the public transport demand by mode?

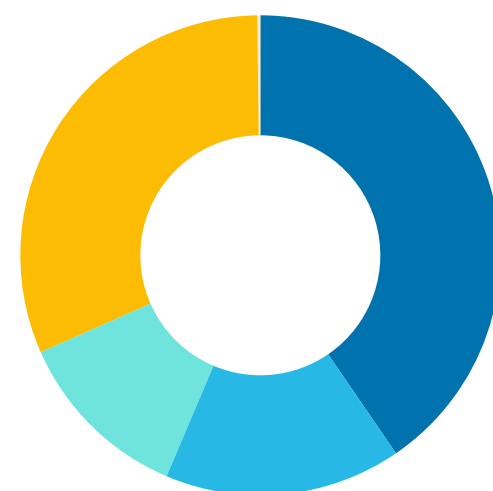
There are almost 23 billion public transport passenger journeys made a year within the EMTA PTA areas who we have data for in 2025. Despite buses representing 70% of kilometres supplied, bus journeys make up only 40% of boardings. This is due to the much higher capacity of the vehicles running on rails.

EMTA IN 2025

BOARDINGS - ALL MODES

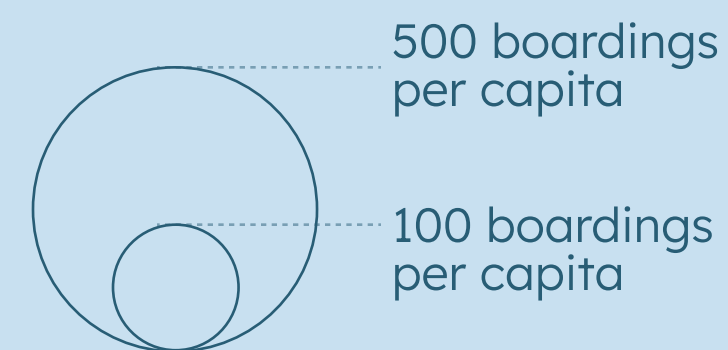
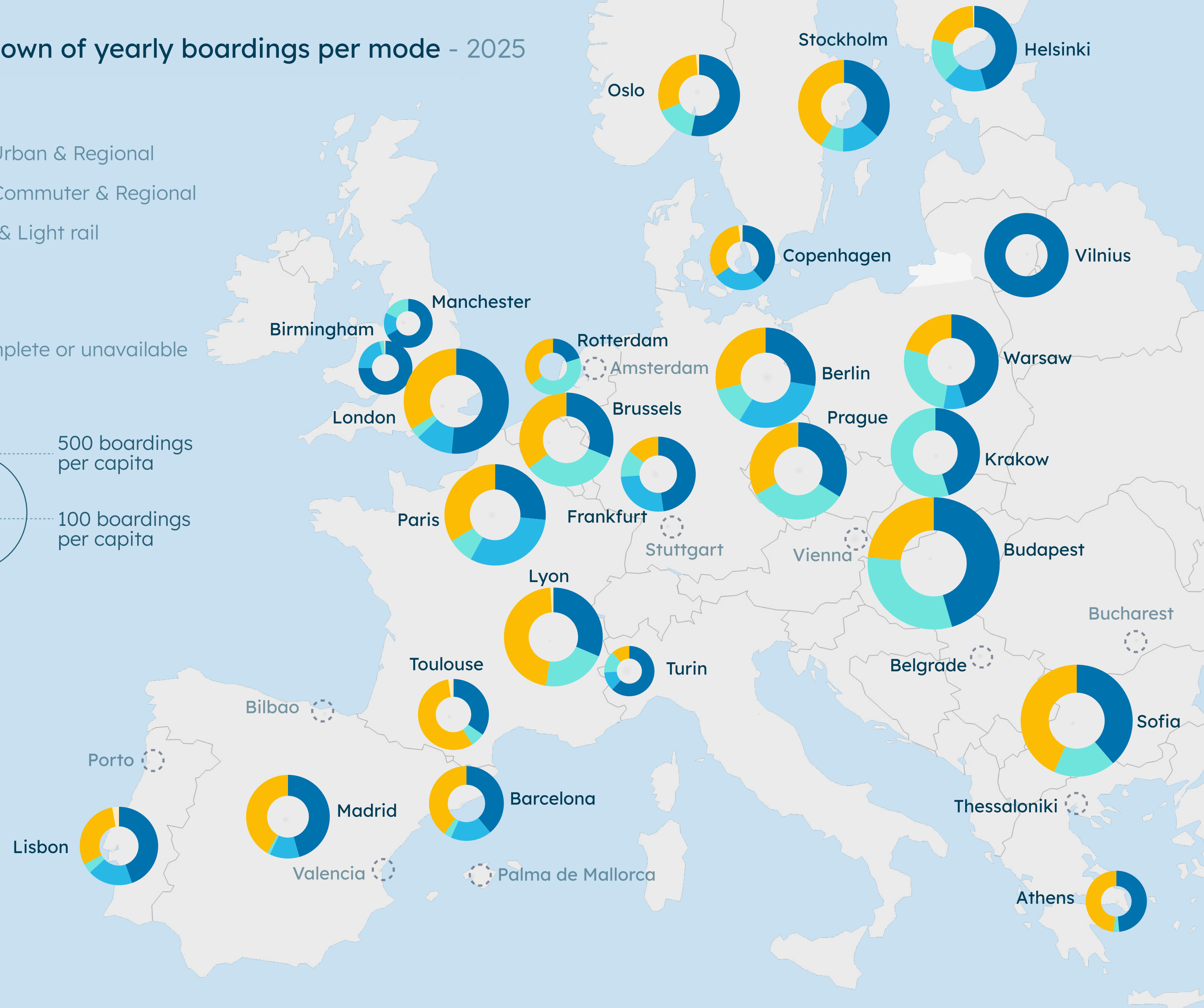
23,992 million

Bus	40 %
Rail	16 %
Tram & Light rail	12 %
Metro	31 %



Breakdown of yearly boardings per mode - 2025

- Bus Urban & Regional
- Rail Commuter & Regional
- Tram & Light rail
- Metro
- Other
- Incomplete or unavailable



How to read ? Toulouse is the only PTA area where the metro represents more than 50% of boardings.

How do 2025 results compare to 2024?

In most PTA areas, between 100 and 400 boardings were reported by unit population in 2025. In Budapest, the figure is considerably higher: this is due to the public transport are there being limited to the city of Budapest. No significant changes can be seen when comparing the figures of 2024 and 2025, apart from the higher operating costs per capita reported in Stockholm.

EMTA IN 2025

BOARDINGS

270 per capita

OCCUPANCY RATE

37 passengers/vehicle

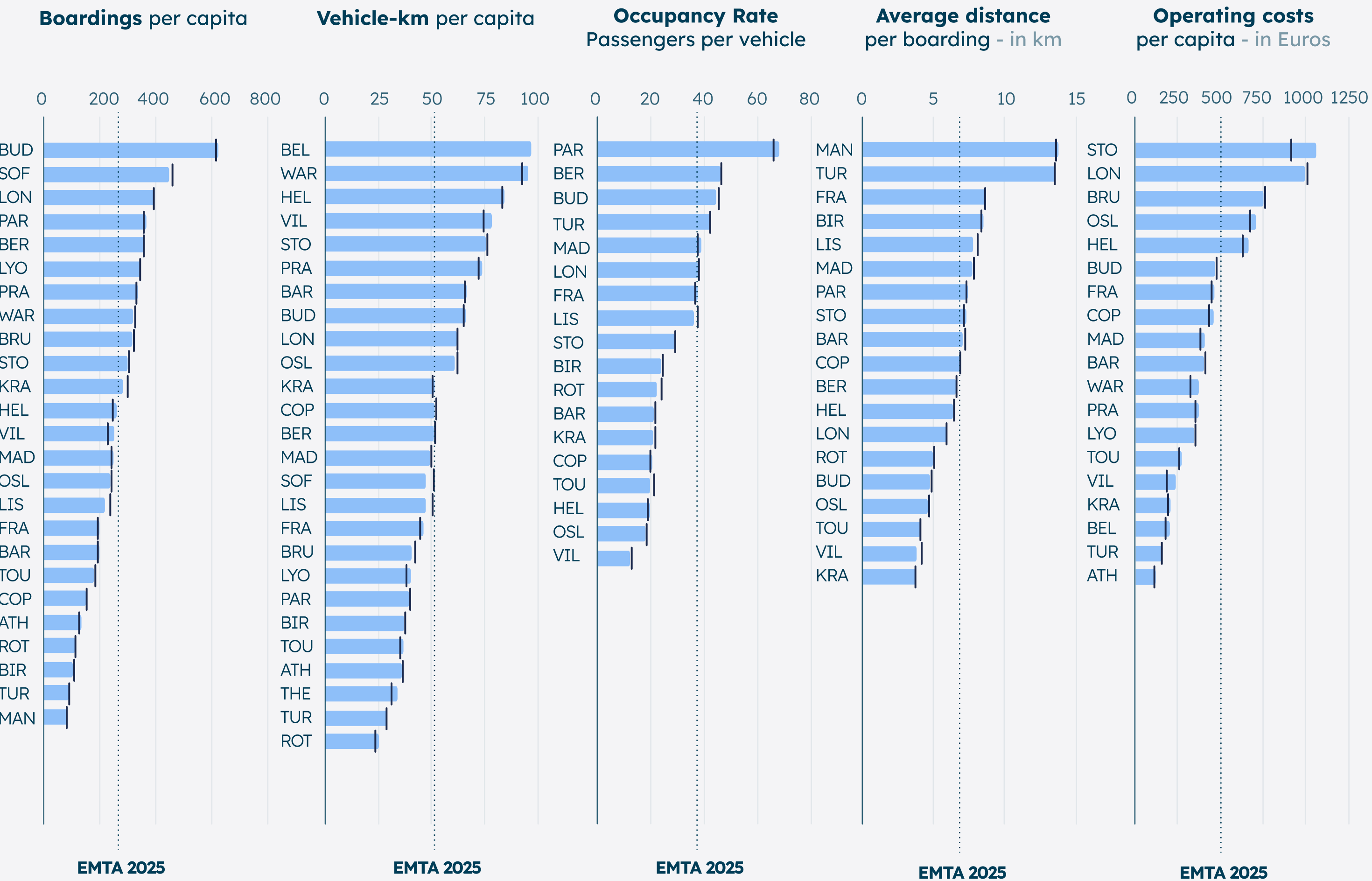
VEHICLE-KM

52 per capita

AVERAGE DISTANCE

7.0 km per boarding

2025 results [blue bar] results, compared to 2024 [grey bar]



How to read ? Stockholm PTA has the highest operating costs per capita of boardings per capita, with 1,062 euros per inhabitant, increasing since 2024 (916 euros per inhabitant).

Values are missing for Bilbao, Bucharest, Palma de Mallorca, Porto, Stuttgart, Valencia, Vienna.

Most boardings per capita were tracked in Budapest, with 623 boardings made by an average inhabitant. This is significantly more than in next placed London (394). This difference is mainly explained by the fact that BKK, the PTA in Budapest, only operates within the city limits, not in the broader region.

Looking at the operating costs per capita, Stockholm and London are in the lead with figures around €1000. What unites these cities, is their strong concentration of heavy rail transport such as metro and commuter trains.

Label	Main City	Population PTA area	Boardings million	Boardings per capita	Vehicle-km million	Vehicle-km per capita	Occupancy passengers per vehicle	Avg. distance per boarding km	Operating Costs million Euros	Op. Costs per capita Euros
AMS	Amsterdam	1,596,479								
ATH	Athens	3,721,662	497	134	134	36			438 P	118
BAR	Barcelona	6,017,087	1,201	200	400	66	21	7.0	2,427 P	403
BEL	Belgrade	1,685,563			163	97			337	200
BER	Berlin	6,254,158	2,241	358	319	51	46	6.6		
BIL	Bilbao									
BIR	Birmingham	3,036,605	315	104	113	37	24	8.5		
BRU	Brussels	1,255,795	396	315	51	41			947	754
BUC	Bucharest	2,258,507								
BUD	Budapest	1,685,209	1,050	623	112	66	44	4.7	786	466
COP	Copenhagen	2,746,639	415	151	141	51	20	6.9	1,261	459
FRA	Frankfurt	5,251,948 P	1,053	200	242	46	37	8.6	2,432	463
HEL	Helsinki	1,435,551	374	261	121	84	20	6.4	956	666
KRA	Krakow	1,235,490	351	284	64	51	21	3.7	254	206
LIS	Lisbon	3,352,939	734	219	158	47	36	7.7		
LON	London	9,089,736 P	3,585 P	394	562 P	62	38	5.9	9,042 P	995
LYO	Lyon	1,454,148	506	348	59	40			502	346
MAD	Madrid	7,113,886	1,775	249	352	49	39	7.7	2,888	406
MAL	Palma de Mallorca	877,559								
MAN	Manchester	3,009,664 P	256	85				13.8		
OSL	Oslo	1,477,921	353	239	90	61	18	4.6	1,050	710
PAR	Paris	12,290,623	4,497	366	487	40	68	7.4	P	
POR	Porto	1,716,335								
PRA	Prague	3,318,612	1,118	337	245	74			1,240	374
ROT	Rotterdam	2,489,498	280	112	63	25	22	5.0		
SOF	Sofia	1,303,813	583	447	62	47				
STO	Stockholm	2,486,251	743	299	188	76	29	7.3	2,640 P	1,062
STU	Stuttgart	2,727,633								
THE	Thessaloniki	1,081,483			37	34				
TOU	Toulouse	1,125,362	202	179	41	37	20	4.1	304	270
TUR	Turin	4,248,534	382	90	123	29	42	13.6	648 P	152
VAL	Valencia	1,928,233								
VIE	Vienna	3,923,850								
VIL	Vilnius	607,667	154	253	48	78	12	3.8	144	237
WAR	Warsaw	2,913,155	932	320	278	96			1,089	374

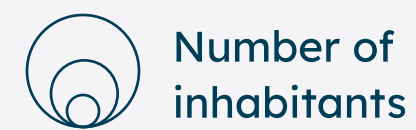
To what extent does the supply drive the demand for public transport?

There is a natural relationship between a higher production (expressed as public transport mileage) and a higher ridership (expressed as the number of passenger boardings).

Per unit population, there were most boardings per capita in Budapest, where the PTA area consists of the city of Budapest only.

Highest public transport supply per capita, measured as vehicle-kilometres, was found in Warsaw.

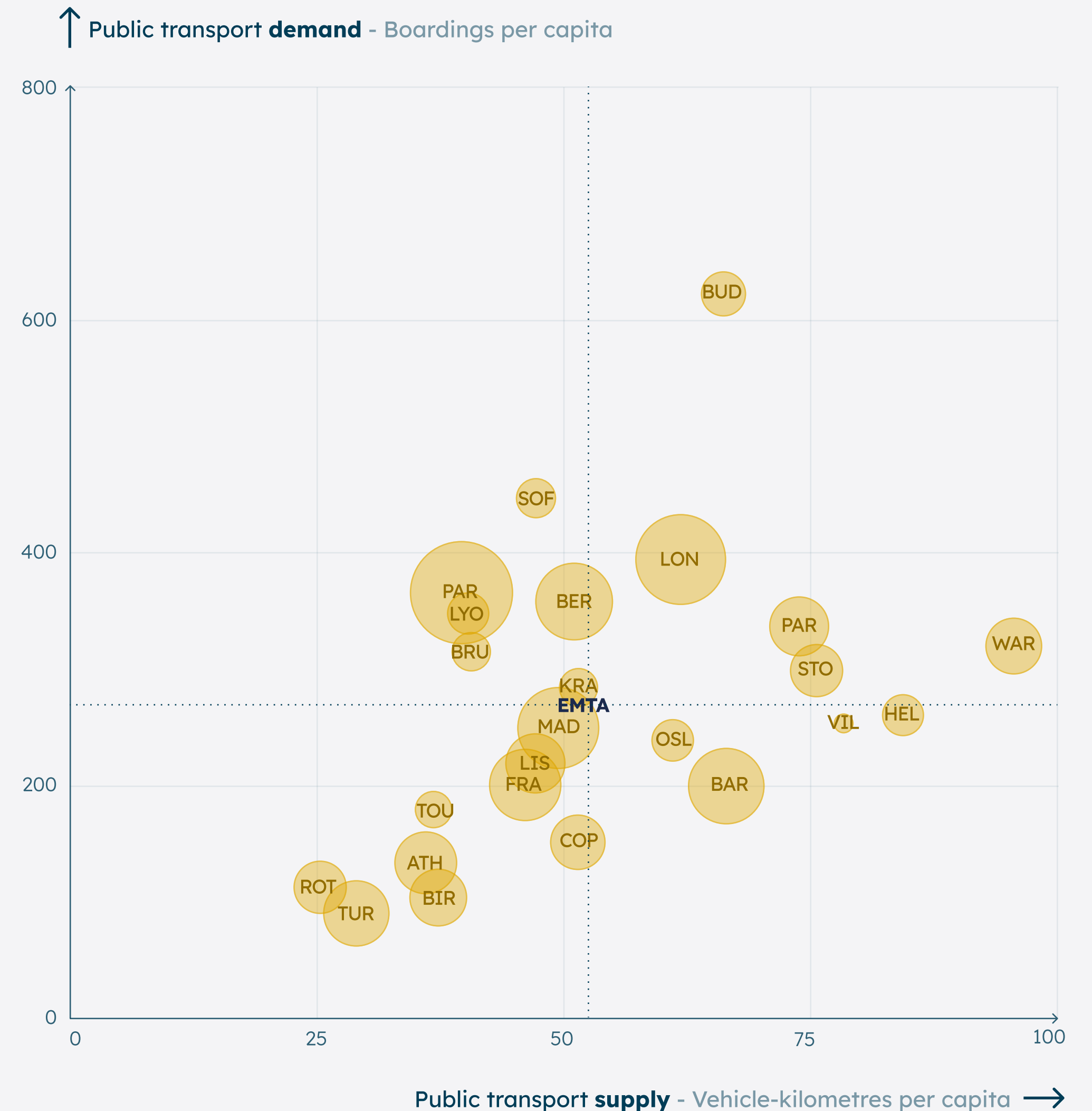
Comparing demand and supply across PTAs - 2025



Number of inhabitants

How to read ? The PTA in Warsaw orchestrates the highest public transport supply per unit population, measured as vehicle mileage per capita, and report higher than average ridership per unit population, measured as number of boardings per capita.

Values are incomplete for Belgrade, Bilbao, Bucharest, Manchester, Palma de Mallorca, Porto, Stuttgart, Thessaloniki, Valencia, Vienna.

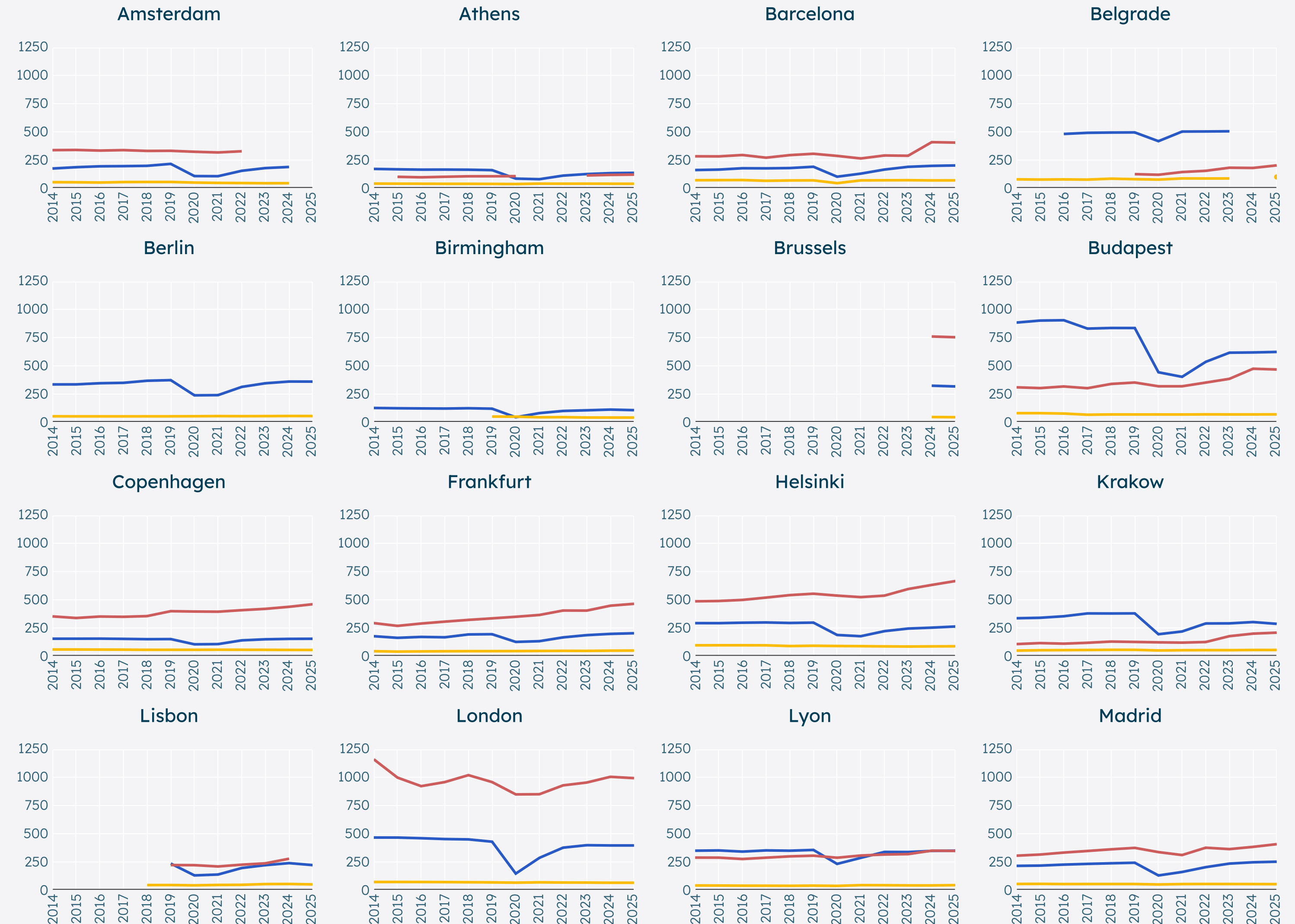


How have supply and demand evolved over the past 10 years?

Whereas vehicle-kilometres have been fairly steady throughout the past 10 years, more variation can be found in boardings and operating costs. This is especially visible in the years of 2020 and 2021 when the Covid-19 pandemic wreaked havoc in public transport.

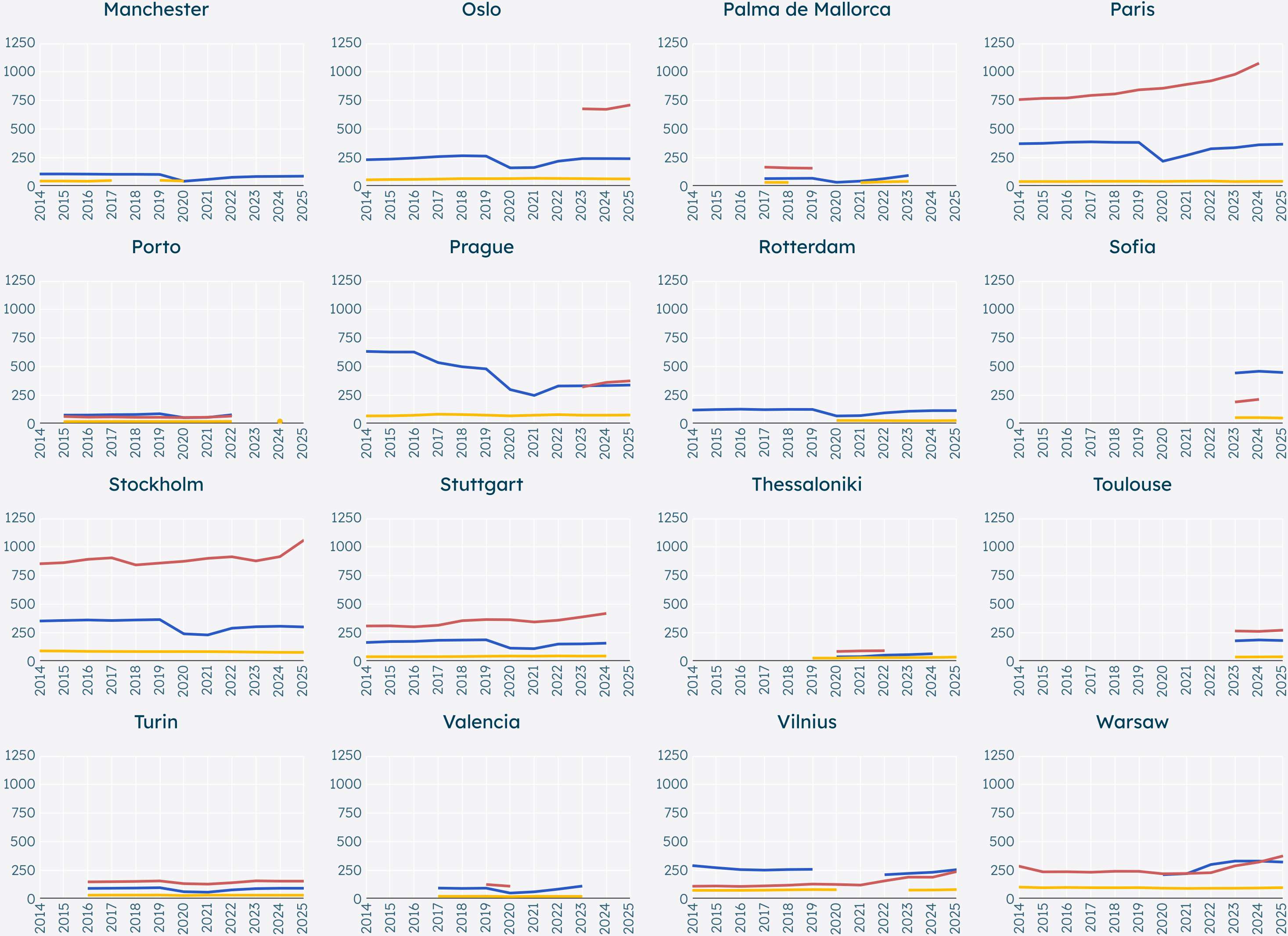
For many regions, the new normal in boarding figures has turned out to be somewhat lower than before 2020, with some notable exceptions, such as the cities in Spain. A more uniform pattern appears when looking at the operating costs: they have been on the rise throughout Europe.

● Boardings per capita ● Vehicle-km per capita ● Operating costs per capita - Time series



How have supply and demand evolved over the past 10 years?

● Boardings per capita ● Vehicle-km per capita ● Operating costs per capita - Time series



What are the differences between transport modes?

This page introduces EMTA-level average statistics for each transport mode. The sample size is indicated below each figure and a plot represents the spread of values observed.

For exact figures by transport mode and by PTA, please visit the [online dashboard](#) of the EMTA Barometer.

Main indicators per transport modes - 2025

Bus Urban & Regional

Boardings

110 per capita

Sample of 26 PTAs



Vehicle-km

37.6 per capita

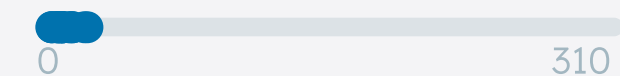
Sample of 27 PTAs



Occupancy

14 Passengers per vehicle

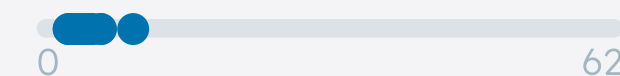
Sample of 19 PTAs



Distance

4.7 km per boarding

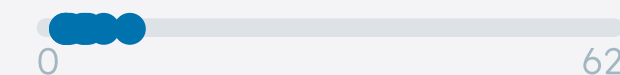
Sample of 19 PTAs



Operation costs

5.9 Euros per vehicle-km

Sample of 10 PTAs



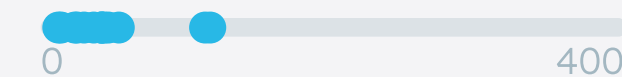
Rail

Commuter & Regional

Boardings

43 per capita

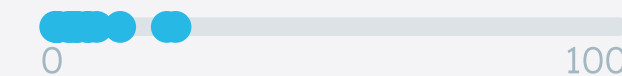
Sample of 14 PTAs



Vehicle-km

6.0 per capita

Sample of 13 PTAs



Occupancy

117 Passengers per vehicle

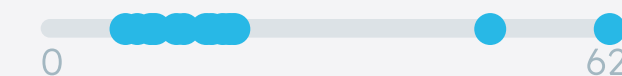
Sample of 12 PTAs



Distance

15.1 km per boarding

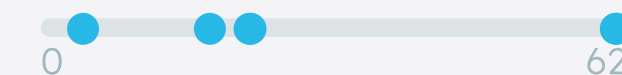
Sample of 13 PTAs



Operation costs

26.5 Euros per vehicle-km

Sample of 5 PTAs



Light rail

Tram & Light rail

Boardings

33 per capita

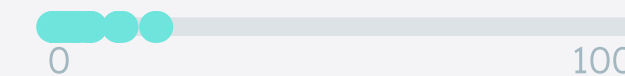
Sample of 23 PTAs



Vehicle-km

3.7 per capita

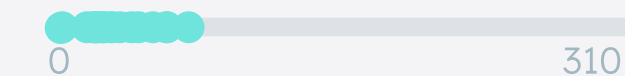
Sample of 24 PTAs



Occupancy

39 Passengers per vehicle

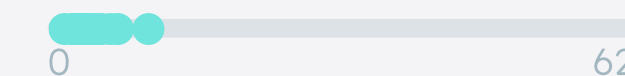
Sample of 18 PTAs



Distance

3.6 km per boarding

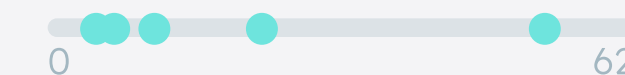
Sample of 18 PTAs



Operation costs

9.2 Euros per vehicle-km

Sample of 5 PTAs

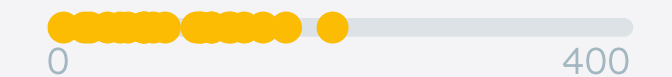


Metro

Boardings

85 per capita

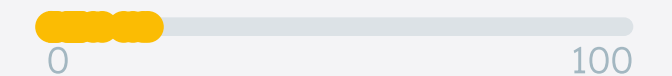
Sample of 22 PTAs



Vehicle-km

6.0 per capita

Sample of 22 PTAs



Occupancy

91 Passengers per vehicle

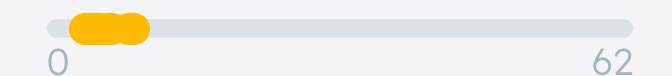
Sample of 15 PTAs



Distance

6.0 km per boarding

Sample of 15 PTAs



Operation costs

26.1 Euros per vehicle-km

Sample of 8 PTAs





6

Operating Costs & revenues

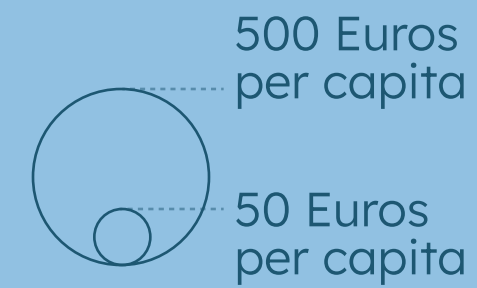
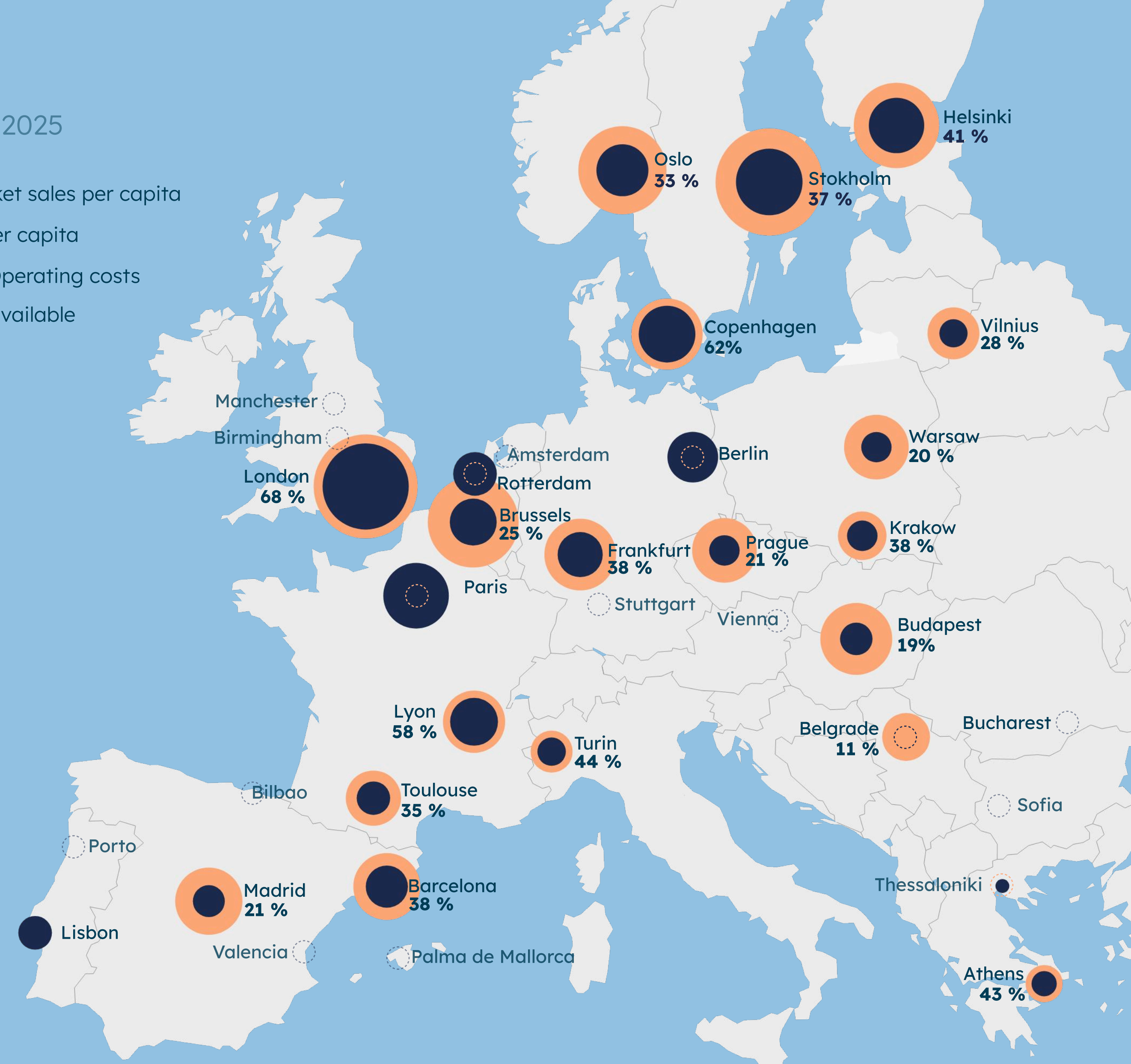
How do ticket sales revenues cover operating costs?

Fare coverage percentage – i.e. the proportion of the cost of operation covered by ticket incomes – varies significantly across EMTA members. Fare coverage above 50% was observed in London, Copenhagen and Lyon – deeper analysis should, however, take into account different mandates and financial structures or PTAs in Europe. London, for example, has a long tradition of financing its public transport mainly through ticket incomes.

At the other end of the spectrum we find three PTAs from Eastern Central Europe (Budapest, Warsaw, Prague) and Madrid. The most significant drop from the previous year was observed in Frankfurt (fare coverage dropped from 42% in 2024 to 36% last year). One explanation for this shift may be the popularity of the cheaper Deutschlandticket, a nation-wide initiative cutting into ticket revenues of the PTA.

Fare coverage - 2025

- Revenues from ticket sales per capita
- Operating costs per capita
- % Sales revenues / Operating costs
- Incomplete or unavailable



What influences operating costs?

The cost of operations varies greatly across public transport authorities, even when normalised by population. However, there is a clearer correlation when comparing the gross domestic product (GDP) per capita with public transport operating costs per capita. The share of GDP spent on operating public transport falls in the range of 0.6% to 1.0%. Generally speaking, the higher operating costs reflect higher GDP.

EMTA IN 2025

OPERATING COSTS

€499 per capita

COSTS / GDP

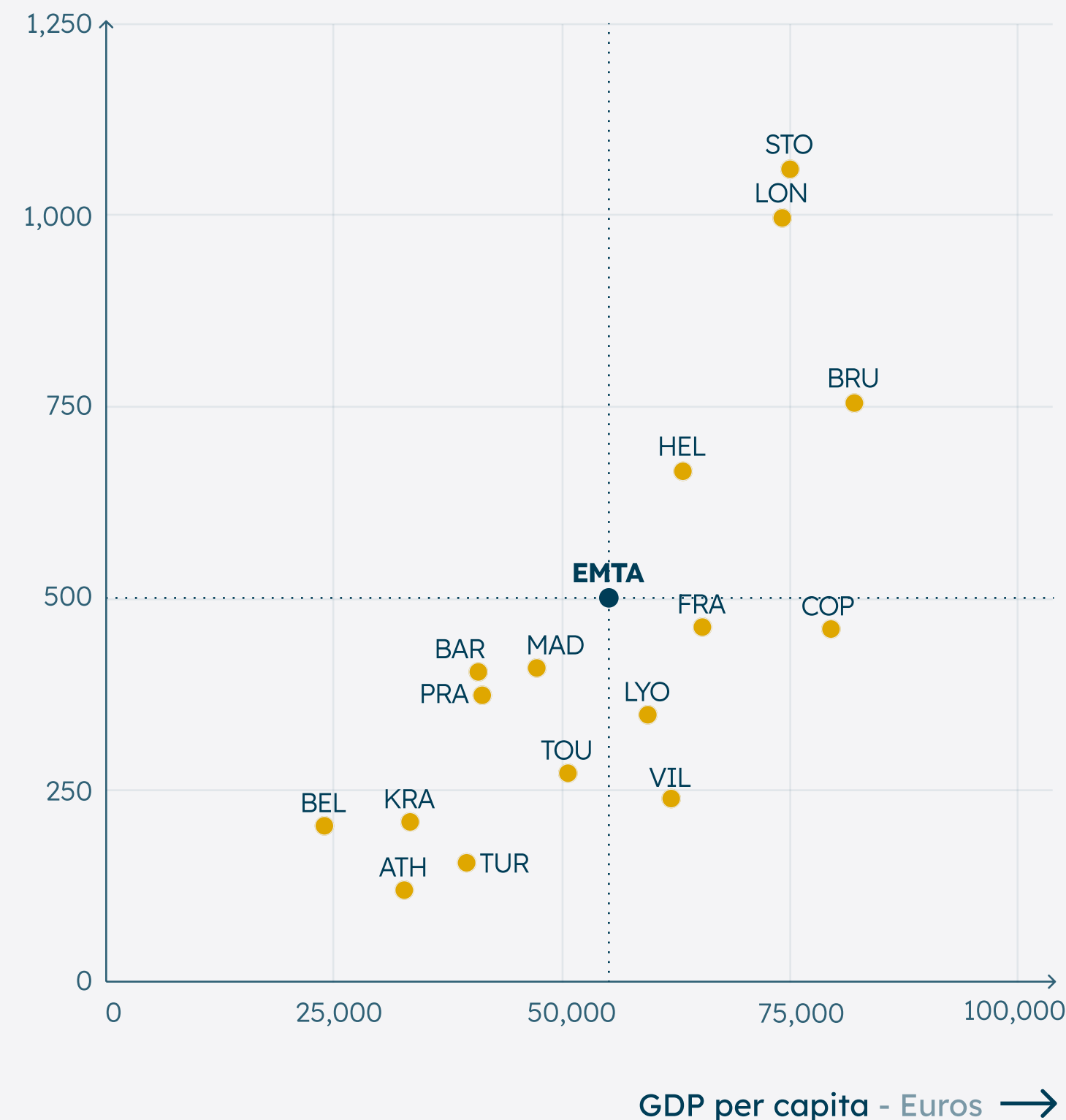
0.92% of GDP

FARE COVERAGE

45% of operating costs

Comparing PTAs operating costs - 2025

↑ Operating costs per capita - Euros per year



How to read ? The PTA of London spent a little less than 1,000 Euros per capita on public transport operations in 2025, that compares to a local GDP per capita close to 75,000 Euros.

Values are incomplete for Amsterdam, Berlin, Bilbao, Birmingham, Bucharest, Budapest, Lisbon, Manchester, Oslo, Palma de Mallorca, Paris, Porto, Rotterdam, Sofia, Stuttgart, Thessaloniki, Valencia, Vienna, Warsaw.

↑ Boardings per capita - per year



How to read ? The PTA of Barcelona spent about 1% of the local GDP on public transport operations, enabling about 200 passenger boardings per unit population in 2025.

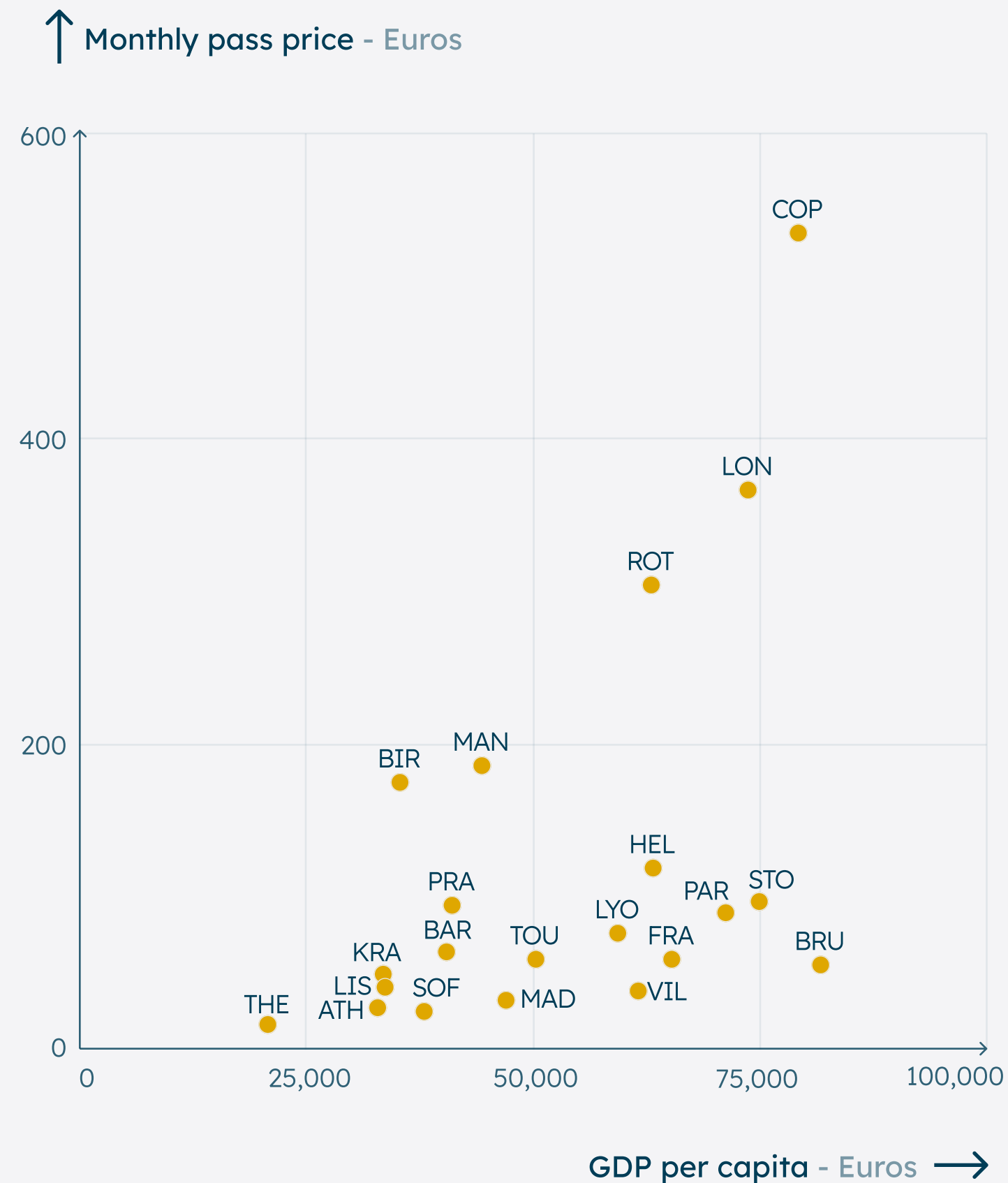
Values are incomplete for Amsterdam, Belgrade, Berlin, Bilbao, Birmingham, Bucharest, Budapest, Lisbon, Manchester, Oslo, Palma de Mallorca, Paris, Porto, Rotterdam, Sofia, Stuttgart, Thessaloniki, Valencia, Vienna, Warsaw.

How does the monthly pass price vary across Europe?

The face value of a monthly public transport pass varies greatly across EMTA members. This is due to multiple factors: differences in wealth, differences in the size of the PTA area, differences in fare policies and ticketing zones, and differences in politics, among others.

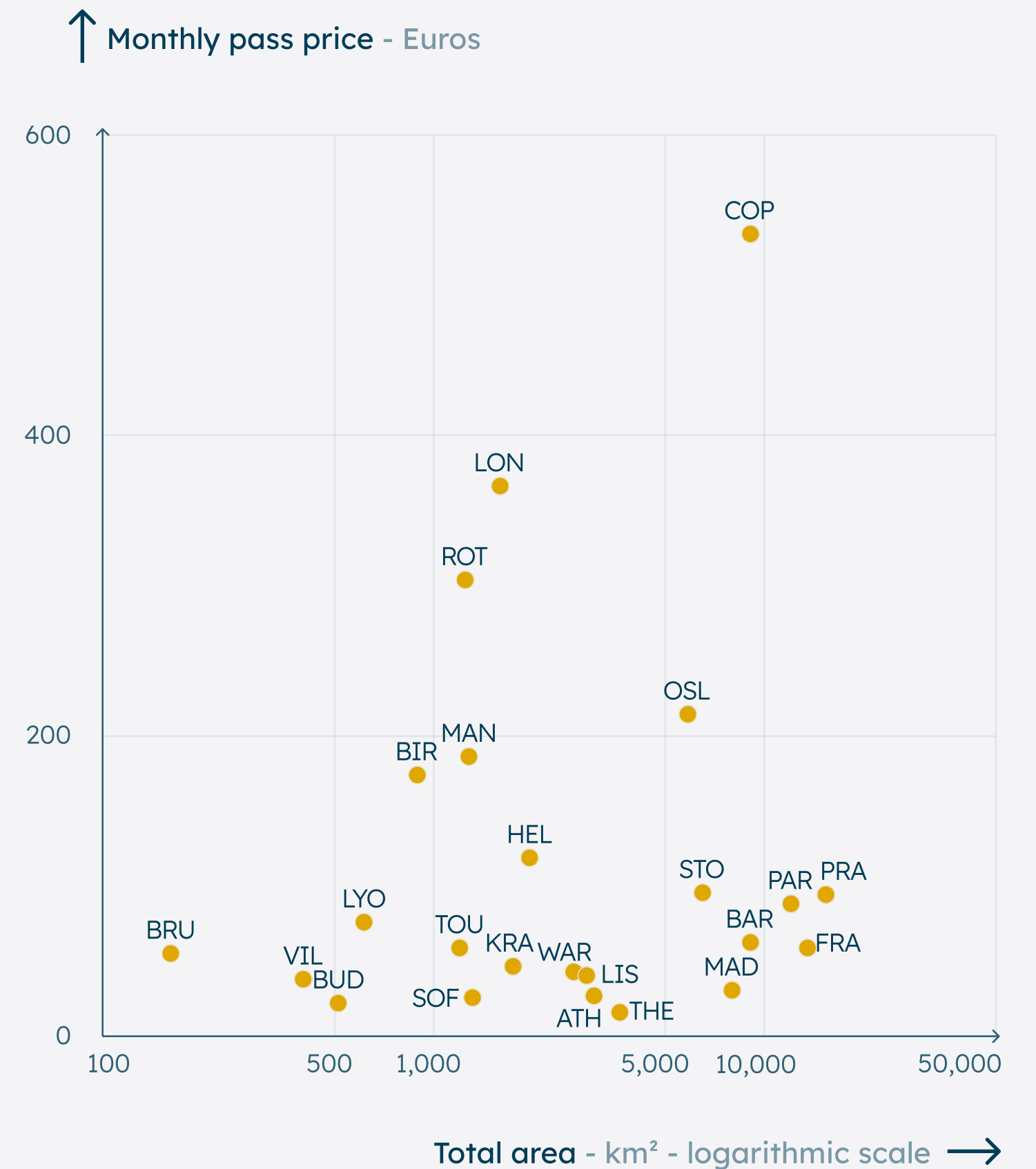
Ticket prices displayed here are for monthly passes covering the entire PTA area. This is not necessarily the most sold monthly pass in the PTA area – there can be cheaper ticket options for the core city of the metropolitan area, for example.

Comparing PTAs monthly pass price - 2025



How to read ? The monthly pass price for the Birmingham PTA area is close to 175 euros, and the local GDP per capita is close to 35,000 euros.

Values are incomplete for Amsterdam, Belgrade, Berlin, Bilbao, Bucharest, Budapest, Oslo, Palma de Mallorca, Porto, Stuttgart, Turin, Valencia, Vienna, Warsaw.



How to read ? The monthly pass price for the Oslo PTA area is just above 200 Euros, considering a PTA area size of circa 6,000 km².

Values are incomplete for Amsterdam, Bilbao, Budapest, Oslo, Warsaw.

How does the monthly pass price vary across Europe?

The price of monthly pass for the entire PTA area quite often reflects the size or the wealth of the metropolitan region. The lowest monthly pass price for 2024 was reported in Thessaloniki. The highest price for the monthly pass in 2024, €535, was reported in Copenhagen – one must keep in mind, however, that this ticket covers travel on the entire islands of Zealand and Lolland.

EMTA IN 2025

MONTHLY PASS PRICE

Min 16 Euros Max 535 Euros

Label	Main City	Population PTA area	Surface PTA area km ²	GDP per capita PTA area in Euros	Operating Costs million Euros	Op. Costs as share of GDP	Op. Costs per Vehicle-km Euros	Revenues from sales million Euros	Costs coverage by Sales % of Op. Costs	Monthly Pass Price Euros
AMS	Amsterdam	1,596,479	981	120,730						
ATH	Athens	3,721,662	3,080	32,897	438 P	0.36 %	3.26	188 P	43 %	27
BAR	Barcelona	6,017,087	9,116 P	40,477	2,427 P	1.00 %	6.07	924	38 %	63
BEL	Belgrade	1,685,563	3,225	23,672	337	0.85 %	2.07			
BER	Berlin	6,254,158	30,545	50,082				1,411		
BIL	Bilbao									
BIR	Birmingham	3,036,605	911	35,532						174
BRU	Brussels	1,255,795	162	82,020	947	0.92 %	18.56	241	25 %	55
BUC	Bucharest	2,258,507	1,823	48,914						
BUD	Budapest	1,685,209	525		786		7.05	149	19 %	23
COP	Copenhagen	2,746,639	9,203	79,344	1,261	0.58 %	8.93	783	62 %	535
FRA	Frankfurt	5,251,948 P	13,592	65,238	2,432	0.71 %	10.05	930 P	38 %	58
HEL	Helsinki	1,435,551	1,970	63,267	956	1.05 %	7.90	390	41 %	119
KRA	Krakow	1,235,490	1,748	33,436	254	0.62 %	4.00	95	38 %	47
LIS	Lisbon	3,352,939	2,938	33,771				319		40
LON	London	9,089,736 P	1,605	73,939	9,042 P	1.35 %	16.09	6,143	68 %	366
LYO	Lyon	1,454,148	622	59,528	502	0.58 %	8.57	291	58 %	76
MAD	Madrid	7,113,886	8,031	47,300	2,888	0.86 %	8.21	606	21 %	31
MAL	Palma de Mallorca	877,559	3,654	42,542						
MAN	Manchester	3,009,664 P	1,295	44,501						186
OSL	Oslo	1,477,921	5,899		1,050		11.64	351	33 %	214
PAR	Paris	12,290,623	12,065	71,286	P			4,729		89
POR	Porto	1,716,335	2,054	29,059						
PRA	Prague	3,318,612	15,408	41,055	1,240	0.91 %	5.06	256	21 %	95
ROT	Rotterdam	2,489,498	1,256	63,250				412		304
SOF	Sofia	1,303,813	1,327	37,846						26
STO	Stockholm	2,486,251	6,548	75,033	2,640 P	1.42 %	14.05	989 P	37 %	96
STU	Stuttgart	2,727,633	3,653	75,524						
THE	Thessaloniki	1,081,483	3,677	20,554				14 P		16
TOU	Toulouse	1,125,362	1,201	50,398	304	0.54 %	7.35	106	35 %	59
TUR	Turin	4,248,534	25,320	39,478	648 P	0.39 %	5.26	282 P	44 %	
VAL	Valencia	1,928,233	2,141	33,045						
VIE	Vienna	3,923,850	23,432	56,305						
VIL	Vilnius	607,667	408	61,711	144	0.38 %	3.02	40	28 %	38
WAR	Warsaw	2,913,155	2,664		1,089		3.91	221	20 %	42



7

Covid Crisis Recovery

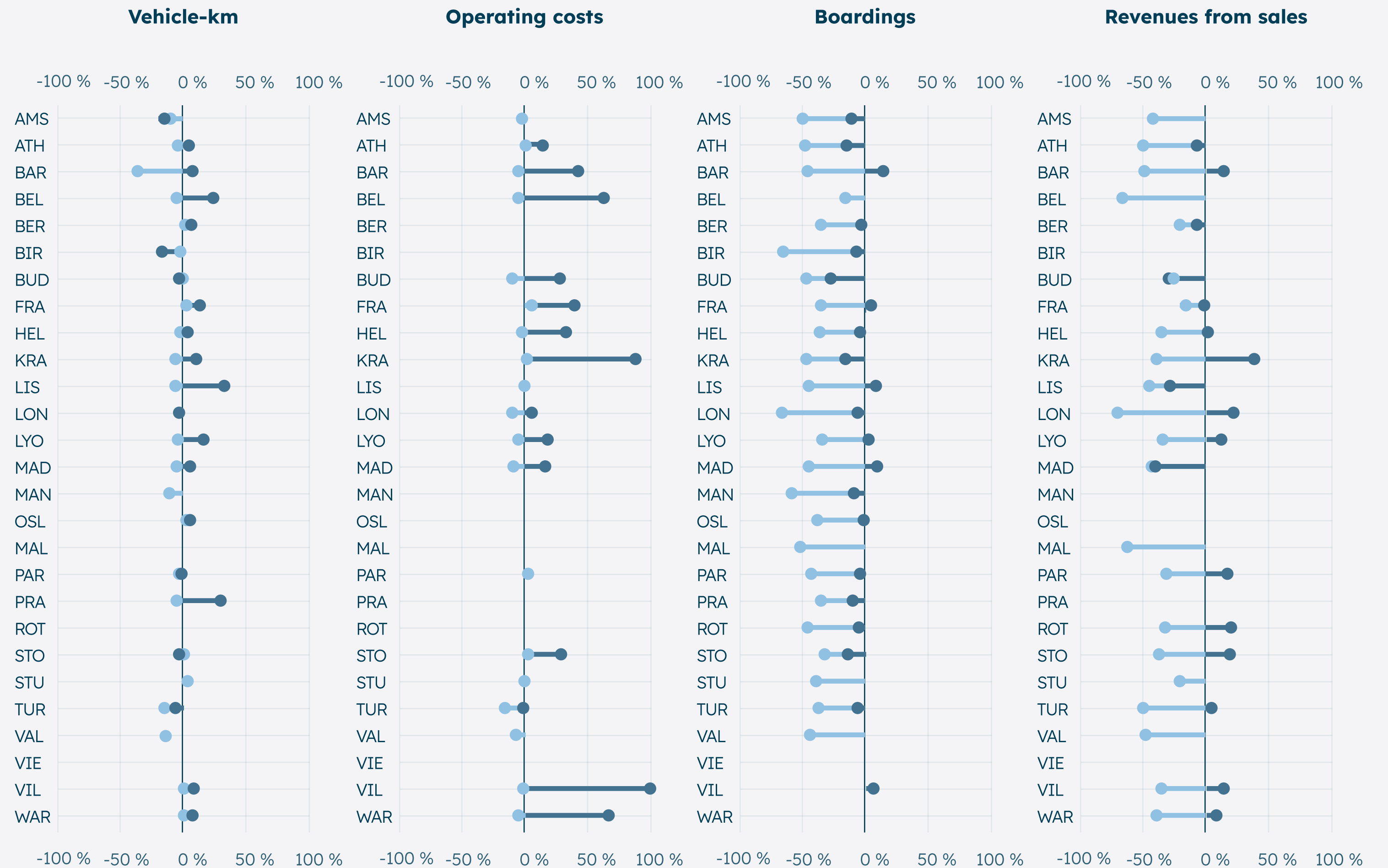
How did the COVID crisis impact activity?

The COVID-19 pandemic remains the most influential shock to public transport demand in the 21st century. The aftermath can still be seen amongst EMTA members. This is especially noticeable when looking at boardings: apart from a few PTAs, most still reported lower figures last year than in 2019 despite, in many cases, population growth. However, revenues from sales have recovered much more significantly – a welcome development, considering that the operating costs have soared in the past years.

How to read ? Amsterdam PTA reduced its service (Vehicle-km) by 10% in 2020 compared to 2019 to cope with a more than 50% drop in demand (Boardings) in 2020 compared to 2019. Operating costs have increased by 28% in the Budapest PTA from 2019 to 2025, whereas sales revenue dropped by 31%.

Comparing ● 2019-2020 changes and ● 2019-2025 changes among PTAs

Only PTAs with a similar scope in 2019, 2020 and 2025 are presented here.



Scope changed between 2019 and 2025 for Bilbao, Brussels, Bucharest, Copenhagen, Porto, Sofia, Thessaloniki, Toulouse and Vienna.

What is the extent of the crisis 5 years later?

Right after the COVID-19 pandemic, another crisis was upon Europe after Russia's invasion of Ukraine in 2022 and the consequent energy shock and inflation. Costs significantly increased across all PTAs except Turin.

Whereas boarding figures still mainly lag below the pre-pandemic levels of 2019, revenues have been going up steadily. In some countries, however, national schemes to keep ticket prices low have put another kind of financial strain on the PTAs.

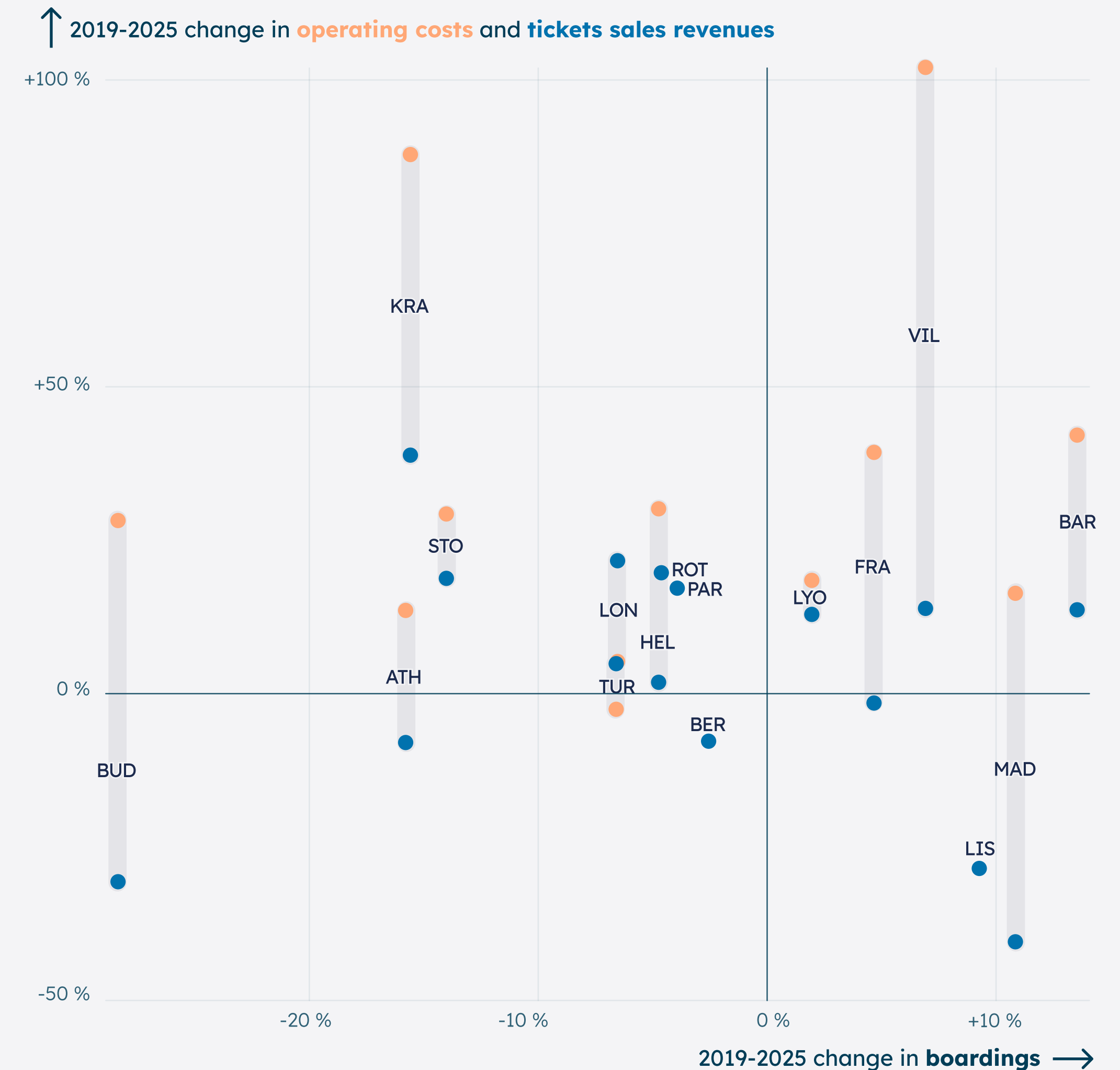
Changes in revenues compared to changes in boardings - 2019-2025 variations

Only PTAs with a similar scope in 2019 and 2025 are presented here.

How to read ? Over the Madrid PTA area, the number of passenger boardings increased by 10%, operating costs increased by 16% but revenue fell by 41%.

Scope changed between 2019 and 2025 for Bilbao, Brussels, Bucharest, Copenhagen, Porto, Sofia, Thessaloniki, Toulouse and Vienna.

Values are incomplete for Amsterdam, Belgrade, Berlin, Birmingham, Lisbon, Manchester, Oslo, Palma de Mallorca, Paris, Prague, Rotterdam, Stuttgart, Valencia, Warsaw.



Label	Main City	Population Change 2019-2020	Population Change 2019-2025	Boardings Change 2019-2020	Boardings Change 2019-2025	Vehicle-km Change 2019-2020	Vehicle-km Change 2019-2025	Op. Costs Change 2019-2020	Op. Costs Change 2019-2025	Sales Revenues Change 2019-2020	Sales Revenues Change 2019-2025
AMS	Amsterdam	0.2 %	3.9 %	-50.9 %	-11.0 %	-10.0 %	-15.0 %	-2.4 %		-42.3 %	
ATH	Athens	-0.1 %	-0.5 %	-48.0 %	-15.8 %	-3.1 %	2.8 %	0.8 %	13.5 % P	-50.5 %	-8.1 % P
BAR	Barcelona	1.3 %	6.9 %	-46.5 %	13.6 %	-36.8 %	6.9 %	-5.0 %	42.0 % P	-49.2 %	13.6 %
BEL	Belgrade	-0.2 %	-0.6 %	-16.0 %		-5.3 %	24.7 %	-4.8 %	63.0 %	-66.9 %	
BER	Berlin	0.1 %	1.0 %	-36.4 %	-2.5 %	1.5 %	6.0 %			-21.1 %	-7.9 %
BIL	Bilbao										
BIR	Birmingham	0.0 %	4.0 %	-65.5 %	-7.7 %	-2.5 %	-16.8 %				
BRU	Brussels										
BUC	Bucharest										
BUD	Budapest	-0.1 %	-3.8 %	-47.3 %	-28.4 %	0.0 %	-2.1 %	-9.7 %	28.1 %	-26.0 %	-30.7 %
COP	Copenhagen										
FRA	Frankfurt	0.0 %	0.2 % P	-35.8 %	4.7 %	1.7 %	13.2 %	4.3 %	39.2 %	-15.6 %	-1.6 % P
HEL	Helsinki	0.9 %	8.0 %	-36.8 %	-4.7 %	-1.7 %	2.5 %	-2.2 %	30.0 %	-36.5 %	1.7 %
KRA	Krakow	4.2 %	12.1 %	-47.1 %	-15.6 %	-7.1 %	9.8 %	1.2 %	87.7 %	-40.3 %	38.8 %
LIS	Lisbon	0.0 %	16.2 %	-45.4 %	9.3 %	-6.9 %	32.0 %	-0.4 %		-45.9 %	-28.6 %
LON	London	0.5 %	1.4 % P	-66.4 %	-6.5 % P	-3.6 %	-3.6 % P	-11.0 %	5.1 % P	-71.5 %	21.6 %
LYO	Lyon	1.1 %	3.9 %	-34.5 %	2.0 %	-5.1 %	16.0 %	-5.0 %	18.4 %	-34.6 %	12.8 %
MAD	Madrid	1.7 %	6.8 %	-46.3 %	10.9 %	-6.2 %	4.8 %	-8.5 %	16.2 %	-42.5 %	-40.5 %
MAN	Manchester	0.4 %	6.1 % P	-59.0 %	-9.7 %	-11.6 %					
OSL	Oslo	0.8 %	8.7 %	-39.0 %	-0.7 %	1.6 %	4.8 %				
MAL	Palma de Mallorca	1.8 %	-2.1 %	-52.3 %						-62.5 %	
PAR	Paris	0.1 %	0.2 %	-43.2 %	-3.9 %	-3.7 %	-1.9 %	1.7 %		-31.3 %	17.1 %
POR	Porto										
PRA	Prague	4.0 %	27.1 %	-35.5 %	-10.6 %	-4.8 %	29.3 %				
ROT	Rotterdam	0.4 %	4.1 %	-46.4 %	-4.6 %					-32.8 %	19.6 %
SOF	Sofia										
STO	Stockholm	0.6 %	4.6 %	-34.0 %	-14.0 %	0.9 %	-3.8 %	2.5 %	29.2 % P	-37.6 %	18.7 % P
STU	Stuttgart	-0.5 %	7.5 %	-39.7 %		3.2 %		-0.9 %		-20.9 %	
THE	Thessaloniki										
TOU	Toulouse										
TUR	Turin	-0.8 %	-1.5 %	-37.7 %	-6.6 %	-14.6 %	-6.0 %	-16.1 %	-2.7 % P	-50.2 %	4.8 % P
VAL	Valencia	5.4 %	10.3 %	-44.5 %		-14.3 %		-7.7 %		-48.3 %	
VIE	Vienna										
VIL	Vilnius	1.4 %	8.2 %		6.9 %	0.0 %	8.2 %	-1.2 %	101.9 %	-35.7 %	13.8 %
WAR	Warsaw	5.1 %	6.5 %			-0.1 %	6.5 %	-4.4 %	66.8 %	-38.8 %	8.3 %

DEFINITIONS

Population - inhabitants

Number of inhabitants in the considered perimeter

Total area - km²

Total surface for the considered perimeter

GDP - million Euros

Gross Domestic Product for the considered perimeter

Average number of journeys in a day - journeys

It's the total number of journeys in the urban area on an average day, including all travel purposes and all modes of transport (not only public transport). A journey is made of one or several boardings that enable the movement from a meaningful origin (e.g. home) to a specific destination (e.g. office) with a single purpose (e.g. going to work).

Modal share of public transit - share of journeys

Share of journeys in the urban area that include at least one trip on a public transport mode, even if it's in connection. The displayed value is based on the latest available survey, which may have been conducted several years earlier.

Modal share of motorised vehicles - share of journeys

Share of journeys in the urban area undertaken with individual motorised vehicles. For a given year, the displayed value is based on the latest available survey, which may have been conducted several years earlier.

Modal share of walking - share of journeys

Share of journeys in the urban area undertaken by walking. The complete journey should be walked. For a given year, the displayed value is based on the latest available survey, which may have been conducted several years earlier.

Modal share of cycling - share of journeys

Share of journeys in the urban area undertaken by cycling. The complete journey should be cycled. For a given year, the displayed value is based on the latest available survey, which may have been conducted several years earlier.

Car ownership rate - cars per 1,000 inhabitants

Number of privately owned automobiles in the perimeter, divided by the number of inhabitants in the same perimeter, and multiplied by 1000.

Number of lines - lines

Number of commercial service lines for the considered transport mode, for an average day during the week.

Boardings - million boardings

Number of boardings for the considered transport mode in a year. A boarding is a movement using a single transport mode. Eg. If someone makes an interchange from one bus to another, this counts as 2 boardings. Every boarding of any public transport vehicle counts as 1 boarding.

Vehicle-kilometres - million vehicle-km

Total distance covered by vehicles for the considered transport mode to provide public transport services, in a year. It's the sum of all kilometres covered by all vehicles. Only the kilometres for commercial service is taken into account, excluding deadhead runs from and to depots.

Operating costs - million Euros

Annual service operation cost of public transport in the urban area for all services in the scope of the area. Operating costs include expenditure on staff (including social security contributions and pensions), energy expenditure, purchases of external goods and services (including subcontracting), vehicle maintenance expenditure, miscellaneous costs (e.g. rental), financial costs, depreciation expenditure, taxes and duties. It does not include special maintenance or investment programs for infrastructure and vehicles.

Monthly pass price - Euros

The cost of a monthly pass for an adult allowing travel throughout an entire urban area.

Revenues from tickets sales - million Euros

Annual revenue from ticket sales in the urban area from all services and transport modes in the urban area's scope.

EMTA MEMBERS



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More information

bit.ly/emta-barometer
www.emta.com

Contact

contact@emta.com
EMTA c/o Île-de-France Mobilités
41 avenue de Châteaudun PARIS - FRANCE

Data-visualisation & data-collection

Caroline Goulard
Dataveyes / Modality

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