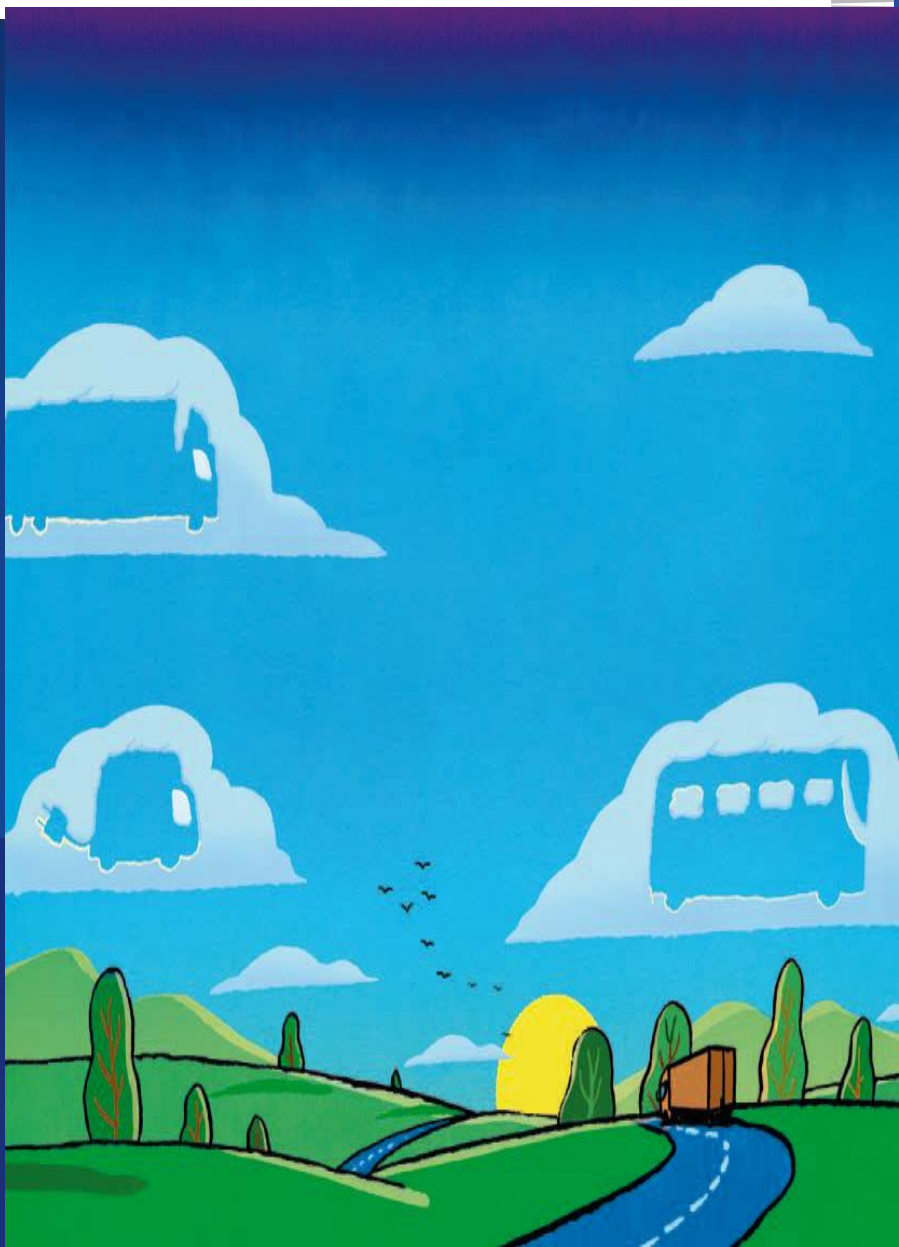




European
Commission

Proposal to revise Regulation 1073/2009



Mobility and
Transport

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Main issues

- **Coach sector failed to grow at a rate comparable to that of other transport modes and its modal share has continued to decline over an extended period**
- **Obstacles in national markets hindering the development of services**
- **International services without competitive national service constitutes a less appealing service to users**
- **Regulation does not cover the problem of discrimination in access to terminals**
- **Excessive administrative costs of entry**



Main objective of the proposal

- Facilitate inter-urban mobility and connectivity for all citizens
- Increase the modal share of sustainable transport modes

Key elements of proposal

1. Access to national markets for regular service
2. Access to terminals
3. Administrative costs



1. Access to national markets for regular service



THE SITUATION TODAY

- Regulatory frameworks vary widely between Member States
- There are 14 MS's who limit competition
- In non-liberalised markets there are a wide range of restrictions
- Restrictions also occur on liberalised national markets



THE COMMISSION PROPOSAL

Remove restrictions on access to inter-urban markets:

- Open domestic markets for non-urban regular services to competition
- Establish a common approach for the protection of public service contracts
- Role of regulatory body in access to market

2. Access to terminals

THE SITUATION TODAY

Discriminatory behaviour has a variety of impacts on operators including:

- prevent a competitor from introducing a new service on a given route
- displacing even an established competitor
- A decision by an incumbent operator to vacate a terminal in favour of a new terminal can have the effect of undermining the services of competitors who remain



THE COMMISSION PROPOSAL

Prevent discriminatory access to terminal facilities:

New rules to facilitate the level playing field in access to terminals

- Terminals are defined
- Terminal operators must publish the conditions of use for terminals
- Terminal operators are required to provide operators with non-discriminatory access to terminals
- Role of regulatory body in access to terminals



3. Administrative costs



THE SITUATION TODAY

Protracted paper based administration

The requirement for the authorisation can vary significantly by MS

Operators face excessive costs of entry in markets due to authorisation requirements

The journey form has lost its relevance and generates an unnecessary administrative burden for many operators



THE COMMISSION PROPOSAL

Simplify administrative procedures:

Standardise the authorisation procedure for regular services

The journey form for occasional services is abolished



Thank you



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