



International Road Transport Union

Passenger transport

IRU is the world road transport organisation.

We represent the entire industry – bus, coach, truck and taxi, and drive the sustainable mobility of people and goods across the planet.

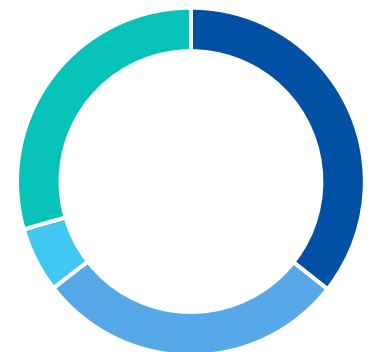
36% of all collective passenger transport in EU (2021)

327 billion passenger km (2021)

724 000 buses and coaches on EU roads

82% of bus & coach operators <10 employees

Modal Split of Inland Passenger transport EU (2021)



■ Bus & Coach ■ Railway ■ Tram & Metro ■ Air

Challenges



- Border controls: intra-Schengen
 - Unpredictability and lack of information impacts planning
 - Longer border procedures impacts on timetable for scheduled services particularly
 - Repercussions on attractiveness of mode (and passenger perception of operator)
 - No consistent rules on how to deal with 'irregular' cases at border ("drivers are not forgery detection experts").
- Border controls: external (EES/ETIAS)
 - Only few EU MSs to be affected - main borders are FR-UK and in Balkan region.
 - Lack of information about MS roll out plans (due end Sept).
 - Carrier responsibility to query the EC system on eligibility of each passenger, excepting juxtaposed borders.
- Administrative burden (for driver and operator)
 - Posting declaration in case of cabotage
 - > Remuneration calculator being worked upon
 - Application of VAT to cross border services
 - > One stop shop provision in ViDA (VAT in Digital Age) legislation

Admin. requirements before, during and after posting

Directive (EU) 2020/1057, in its Article 1, paragraphs 11 and 12, specifies the administrative requirements of drivers.

Prior to the posting the operator shall:

- submit a posting declaration to the authorities of a Member State to which the driver is posted;
- at the latest at the commencement of the posting;
- using the multilingual public interface connected to the Internal Market Information (IMI) system.

The content of the posting declaration:

1. the identity of the operator, at least in the form of the number of the Community licence where the operator is established;
2. the contact details of a transport manager or other contact person in the Member State of establishment to which the services are provided and to send out and receive documents or notices;
3. the identity of the driver, the address of the residence and the number of his/her driving licence;
4. the start date of the driver's contract of employment, and the law applicable to it;
5. the envisaged start and end date of the posting;
6. the number plates of the motor vehicles;
7. the transport services performed (e.g. carriage of goods, carriage of passengers, international cabotage).

During the posting the operator shall:

- ensure that the drivers have at their disposal the following documents:
 - ▶ the posting declaration in paper or electronic form;
 - ▶ evidence of the transport operations taking place in the host Member State, such as an electronic manifest;
 - ▶ the tachograph records (in particular country symbols of the Member States in which the driver is posted).

After the posting the operator shall:

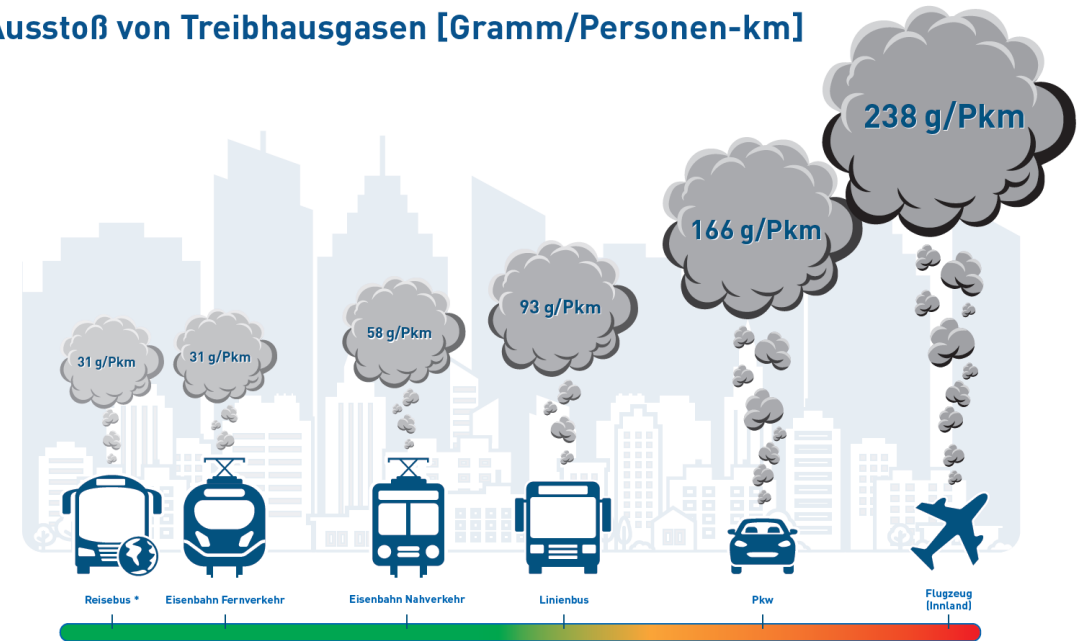
- no later than eight weeks from receiving the request of the host Member State, send via the public interface:
 - ▶ tachographs records;
 - ▶ consignment notes;
 - ▶ documentation relating to the remuneration of the driver in respect of the period of posting;
 - ▶ the employment contract;
 - ▶ time-sheets relating to the driver's work;
 - ▶ proof of payments of driver's remuneration.

Challenges



- Coach access to cities
 - Divergent urban vehicle access regulations (UVARs) make coach journey planning difficult
 - Misalignment of market and legislation (zero emission vehicle supply, charging infrastructure, economic enablers)
 - Relocation or repurposing of 'coach' infrastructure (terminals, coach parking & pickup/dropoff points)
 - Poor image of coaches among city authorities
- Unfairness across modes
 - Application of VAT to passenger transport services
 - Fuel duty
 - State aid (future Transport Block Exemption Regulation)
- Driver shortage
 - EU Talent Pool initiative

Ausstoß von Treibhausgasen [Gramm/Personen-km]



Hinweise: Inkl. der Emissionen aus der Bereitstellung und Umwandlung der Energieträger, Basis durchschnittlicher Strom-Mix in Deutschland, CO₂, CH₄ und N₂O angegeben in CO₂-Äquivalenten, Flugzeug (Inland) inkl. Nicht-CO₂-Effekte. *UBA-Kategorie Linienbus, Fernverkehr
Quelle Umweltbundesamt, TREMOD 6.51, Bezugsjahr 2022

Opportunities



- Coach is the glue in tourism
- It can allow a more spatially distributed form of tourism
- Working with cities on 'coach access' through EC's Expert Group on Urban Mobility (EGUM)
- GHG emissions of coach tourism are among lowest of all modes
- Longer travel time can induce longer stay at destination
- Social benefits of coach services
 - Provides a door-to-door service and usually offers a tour guide
 - Appeals to groups of people, especially those with special needs (older people, children, disabled, etc) or to specific interest groups (schools, sports clubs)
 - Group travel characteristic makes it socially inclusive
 - Affordable mode of transport