Public Transport in Sweden

Organisation and Integration

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Basic data

(Source: EC DG TREN)

Poland		Sweden	
313 000	km2	450 000	km2
38	Inhabitants M	9 M	Inhabitants
7 100	GDP (nom) per inh €	34 000	GDP (nom) per inh €
351	cars per 1 000 inh	461	cars per 1 000 inh
? %	PT modal share	17%	PT modal share
5 200	Road fatalities/year	445	Road fatalities/year
137	Fatalities/inhab.	49	Fatalities/inhab.
Road congestion? Hardly		*No road congestion*	

General set-up of Public Transport

Local tax moneys
⇓

Little state funding

Regional tax moneys
⇓

Local authorities
(kommuner)
⇓

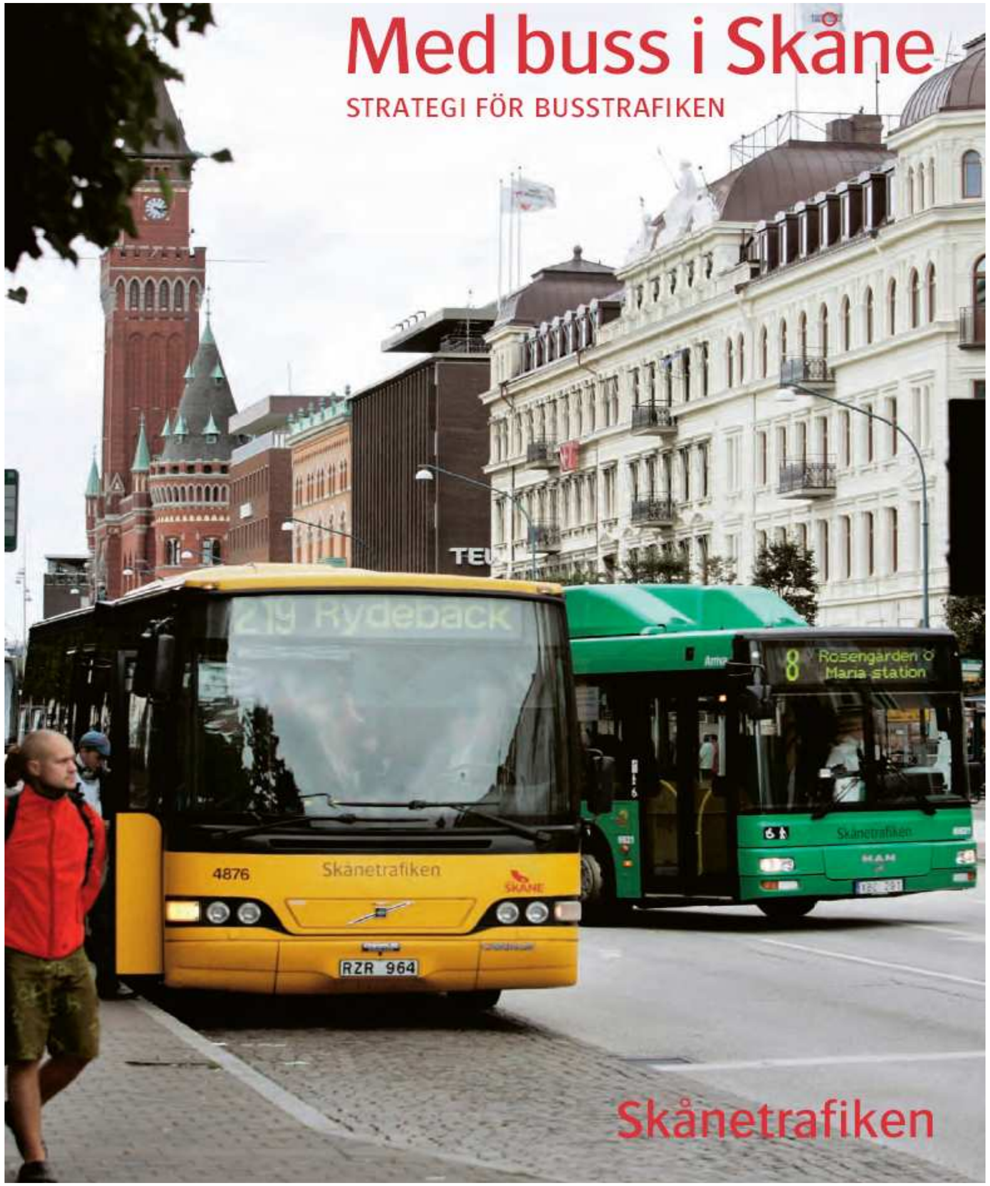
Regional authorities
(landsting/regioner)
⇓

21 Passenger Transport Authorities, PTA
(Trafikhuvudmän)

⇑ **Pass revenues**

Gross cost contracts

⇓ **Operators - bus, rail, boat (thr tendering)**


Med buss i Skåne
STRATEGI FÖR BUSSTRAFIKEN
Skånetrafiken

Gross cost contracts in Sweden

How do they generally work, why have they been used?

PTA pays operators per vehicle km or vehicle hour (roughly)

All revenues flow to the PTA

PTAs decide the fares for all services

PTAs decide about network and timetables

Tickets/passes are valid on all services, all modes

Tickets/passes can be bought from various outlets

Operators have had little influence so far

Sweden - (some) current issues

» **PT market share is stable, remarkable growth in Stockholm, Göteborg, Malmö regions and long distance commuting**
» **PT still has a second rate image – watch out!**
» **Costs rise again after 20 years of reductions through tendering**
» **Political (financial) support may be reduced despite fine talk**
» **Will PT be able to meet future challenges -**
Schools, shopping, leisure habits, urban sprawl?

Gross cost contracts don’t work well enough

Net cost contract schemes in Sweden
Luleå, Östersund, Telemark (NO)

Crucial issue - Degree of freedom for the operator to decide about fares, network and timetable

Observations; net cost contracts seem to be associated with

- » **Higher fares and lower costs**
- » **Less public financial support to Public Transport**
- » **Fewer passengers in Sweden – more passengers in the Norwegian case**
- » **Much higher share of satisfied passengers**

Luleå and Östersund have about 50 000 inhabitants each.

Net cost contract scheme Blekinge 99-06

Objectives

Save public money, increase competition in tenders, retain service levels

Implementation

- **PTA decided the min. number of bus km, network, base frequencies**
- **Operator could raise fares 10% + RPI, suggest other fare changes, change (most) frequencies, suggest network changes**

Conclusions

Lower costs, some more passengers, no more bidders for net cost contracts, 30% higher costs in following tender

Blekinge region has 150 000 inh., 7,2 M PT journeys/year, 140 M PKM/year

Future developments + -

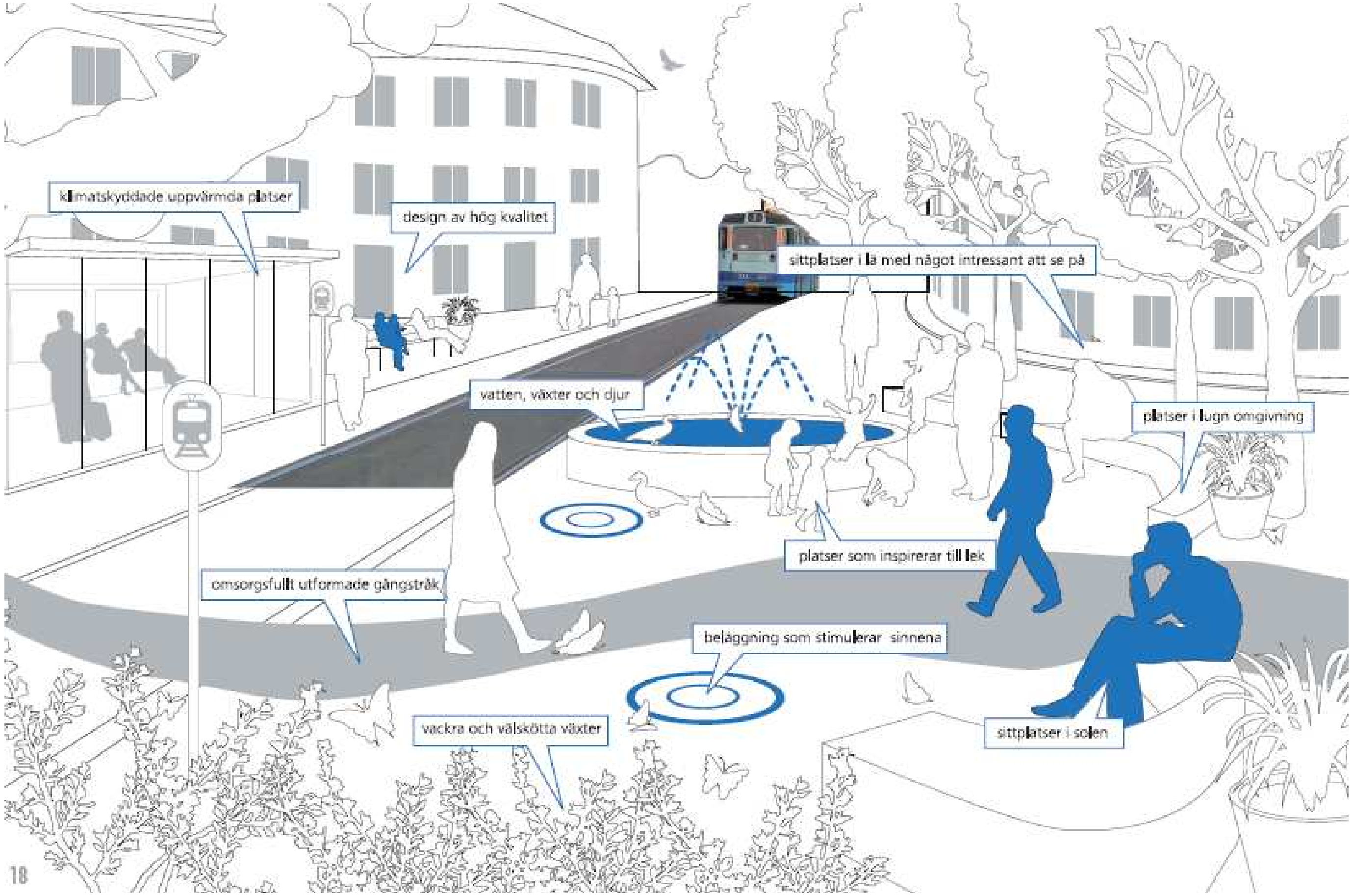
New contract forms, what can they achieve?
Benefits from smart card and other IT solutions, beware!
High political ambitions for Public Transport – but action?

Environment 1) – will people care and use their cars less?
Environment 2) – will PT keep its advantage?
Life style changes – real income ↑?, leisure, school, shopping

Responsiveness to customers' demands – better info, parking, easy to understand fares/ticketing system, trunk bus routes, connection priorities, PRM measures, better interchanges

Making Public Transport jobs attractive (lack of bus/train drivers)

The ideal interchange – a meeting point



Regional – interregional cooperation
www.resrobot.se

Timetable 2009-04-08 16:15 - 21:34, travel time: 05:19 , changes: 2

Dep.time From Arr.time To

16:15 Valdemarsvik busstation 17:15 Norrköping Centralstation
Buss Östgötatrafiken 46 Norrköping Centralstation

17:35 Norrköping Centralstation 20:46 Malmö Centralstation
X 2000 SJ 541 Malmö Centralstation

21:15 Malmö Centralstation 21:34 Svedala station
Tåg Skånetrafiken 1665 Simrishamn station

Recommendations for Poland

1. **Create Transport Authorities in all 16 regions (or parts of)**
2. **Give them power to arrange and finance all regional Public Transport**
3. **Create a common scheme for fares and information**
   Paper is OK, do not wait for supersmart IT solutions,
4. **Contract services to operators (public and private)**
5. **Tender out bus traffic in competition**
6. **Tender out rail traffic in competition**
7. **Create a national scheme for fares and information**

Regulation of other modes

Air	International rail	Long distance bus
Step-wise dereg. 1997 full cabotage Full fare freedom	2010 free market also for cabotage Full fare freedom (?)	Low profile/status (no EU framework)
2006 modernised framework	Free market for nat. services proposed but stopped	Free market in SE, FI ES, IT, UK Almost nothing in DE DK CH FR
PSOs possible, also for internat services	Possible PSO problems	Limited cabotage

Öresund train service a success story

Photo by Frederik Tellerup