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Integration without regulations



Florence School of Regulation

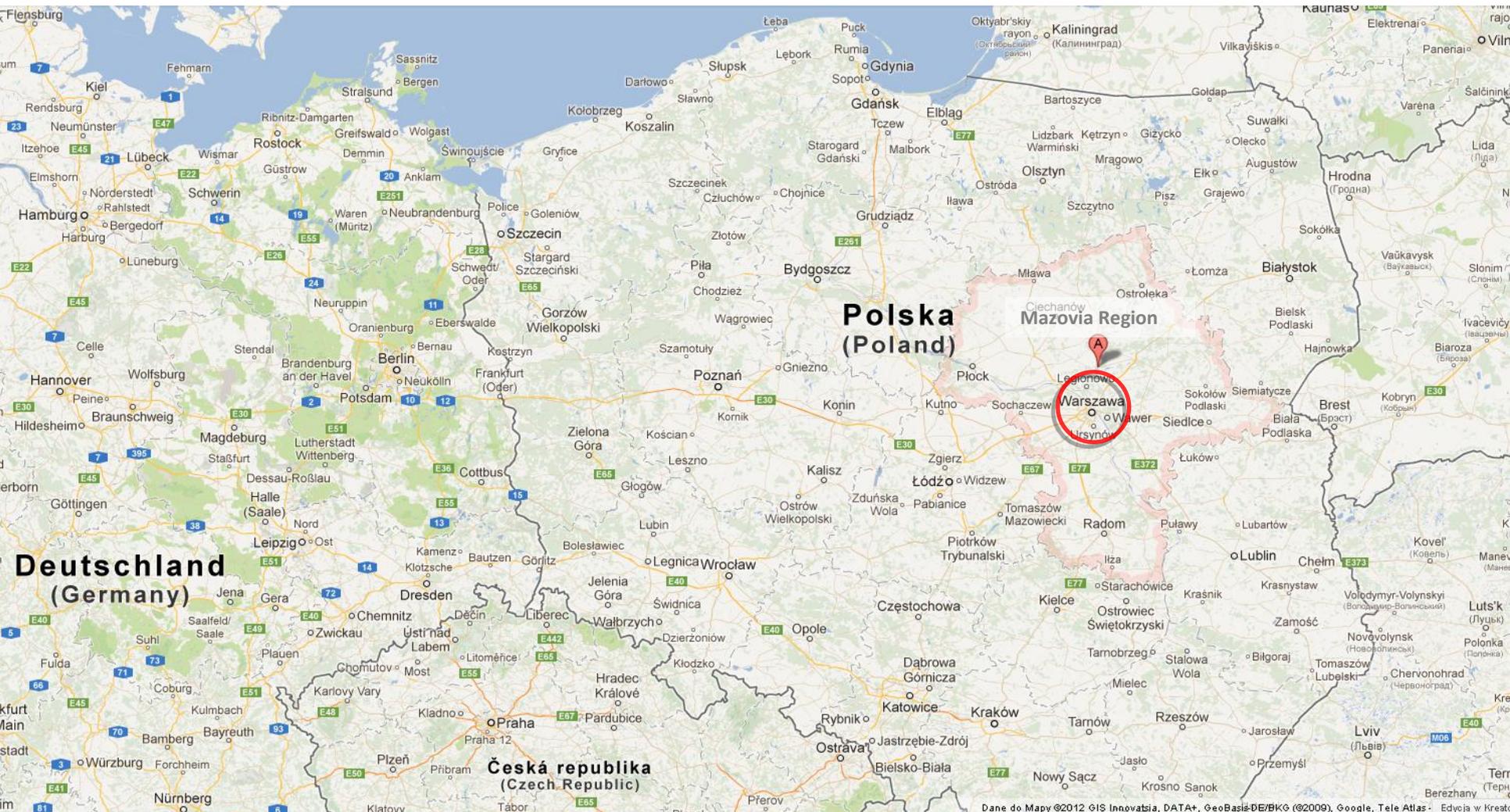
European Intermodal Transport Regulation Forum

Maciej Florczak – Public Transport Authority of Warsaw

San Domenico di Fiesole, December 7th, 2012



Warsaw in Poland

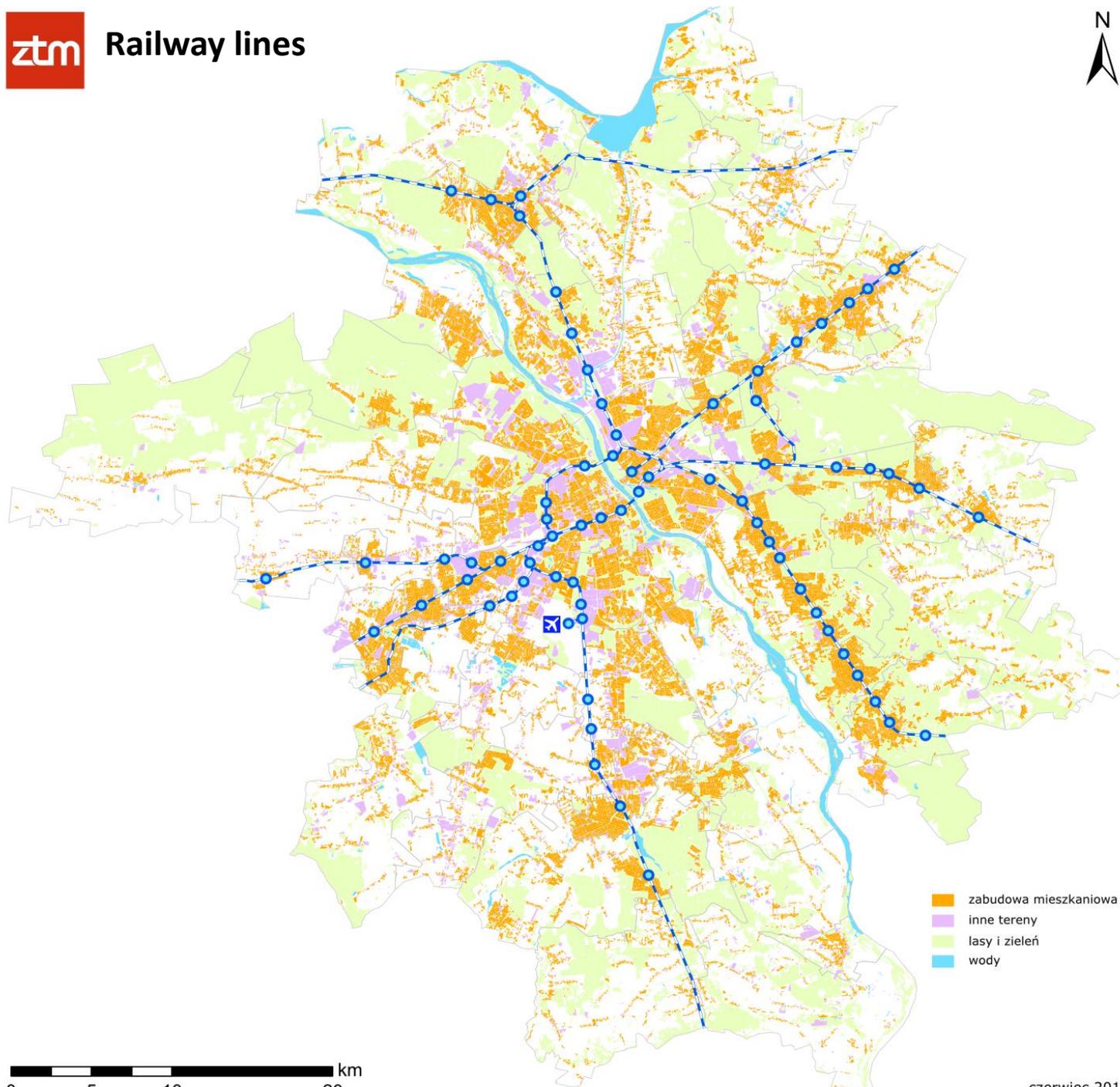


ZTM (Public Transport Authority of Warsaw)

- ZTM is a part of Warsaw City Hall Office
- It's financed from the budget of the City (+tickets incomes)
- It's supposed to provide public transport only within the administrative boundaries of the City of Warsaw
- Bilateral agreements extend the service to the metropolitan area (no MA regulations)

Intermodality

- For many years the public transport system managed by ZTM consisted of bus lines, tram lines and metro line
- But it was the railway lines to form the urban structure of Warsaw and its suburbs (since XIX century)



- zabudowa mieszkaniowa
- inne tereny
- lasy i zielen
- wody



Railway service in Warsaw

- Up to 2005 whole railway service and infrastructure in Warsaw and the region was a part of National Railways (PKP)
- The regional trains (serviced by PKP) were very important mode for commuters from the metropolitan area
- Even though that more than 30 stations were located in Warsaw the passengers' interest was extremely poor mainly because of the separated ticket tariff and the quality of service, the infrastructure was also disappointing
- Through the years urban buses „competed” with the railways in the city and some areas of the suburbs (parallel lines)
- Railways were „apart” the city

Railways service in Warsaw

- After 2002 The City realized that railway lines in Warsaw can become a part of urban transport
- The first step was to integrate the tariffs
- First „experiments” with national PKP failed
- In 2005 the region was given a responsibility for regional trains and the regional Mazovian Railways Company (KM) was established
- There were no integration regulations



- The City wanted to have the influence on the railway service
- The decision to establish the railway operator owned by the city (SKM) was made in 2005
- In perspective plan SKM was/is supposed to connect all parts of Warsaw MA
- The City had to buy new trains and to understand how to work in the railway environment
- Nobody believed that a municipality is able to become a railway organizer/operator (Warsaw metro wasn't treat as a railway line)



- The most important issue was to create a good service and to ensure Warsaw citizens that railway can be „urban”
- Year after year the meaning of SKM service was increasing
- Firstly we could say about „competition” on rails between KM and SKM
- This situation did not meet the expectations of The City and the passengers (the potential of railways wasn't fully utilized)

2006- the new beginning

- Negotiations with the Region result in introducing the „Common ticket” in KM trains step by step (linie by line)
- From November the new offer entitled to travel by KM trains with ZTM tickets (long-term) in the whole City
- 2008 – short-term tickets added to the offer
- **2009 – The „Common ticket” is valid in 15 surrounding municipalities**

The new beginning on rails

- Integrated tariff enabled The City to bring the railways back to the citizens
- The offer of two railway operators could be integrated → synergy effect
- **The City could start introducing a fully intermodal public transport system in Warsaw MA consisting of buses, trams, metro and urban rail**

What was achieved?

- The City became a „player” in railway environment, but still it has to „demand” its position
- Year after year the rail offer is more urban than regional
- Railway in Warsaw MA has its „renaissance” period
- Nowadays the main goal is to bring railways closer to the city from the infrastructure point of view
- The intergration in Warsaw brought a new look on railways to the other regions

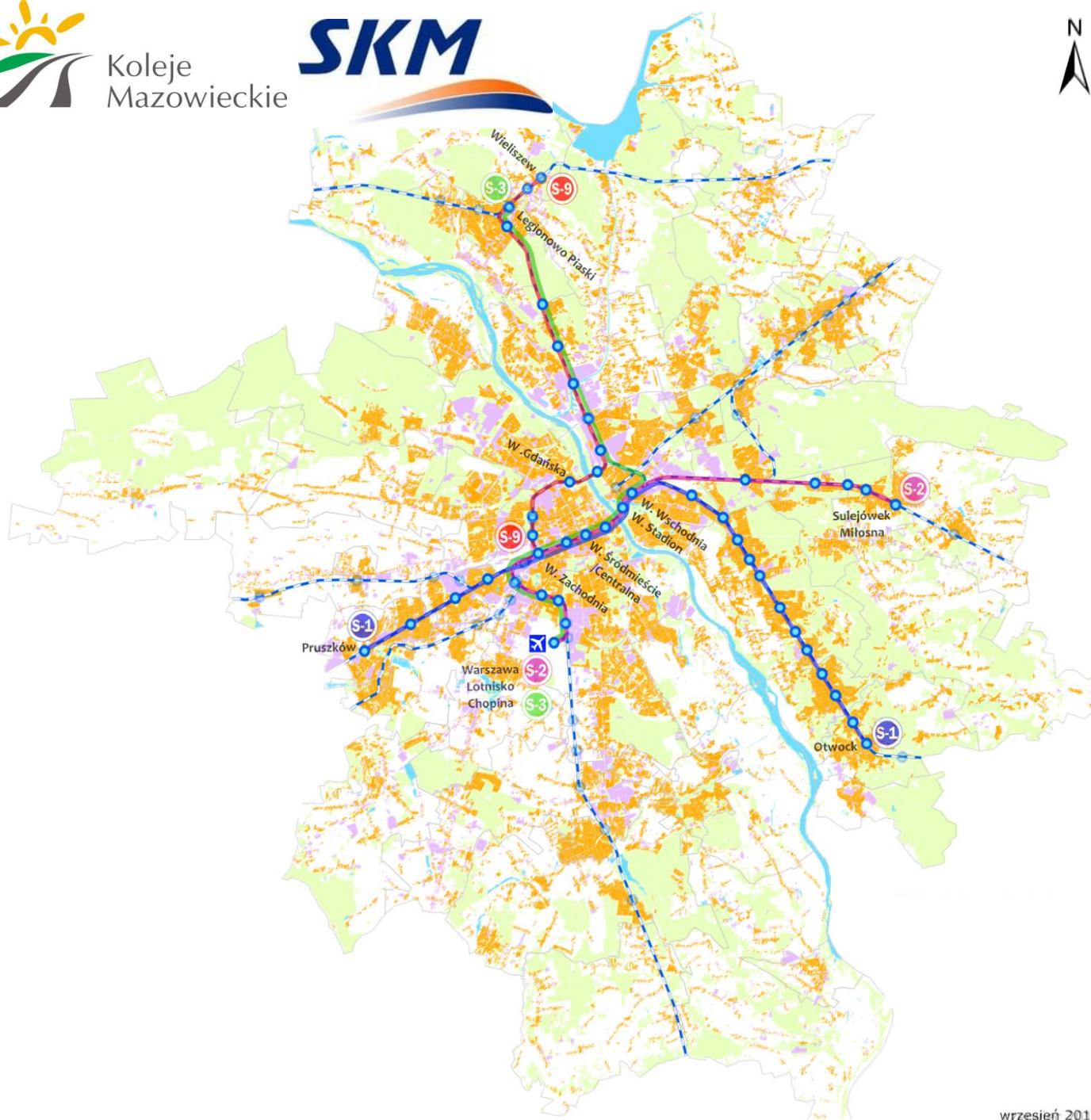


Koleje
Mazowieckie

SKM



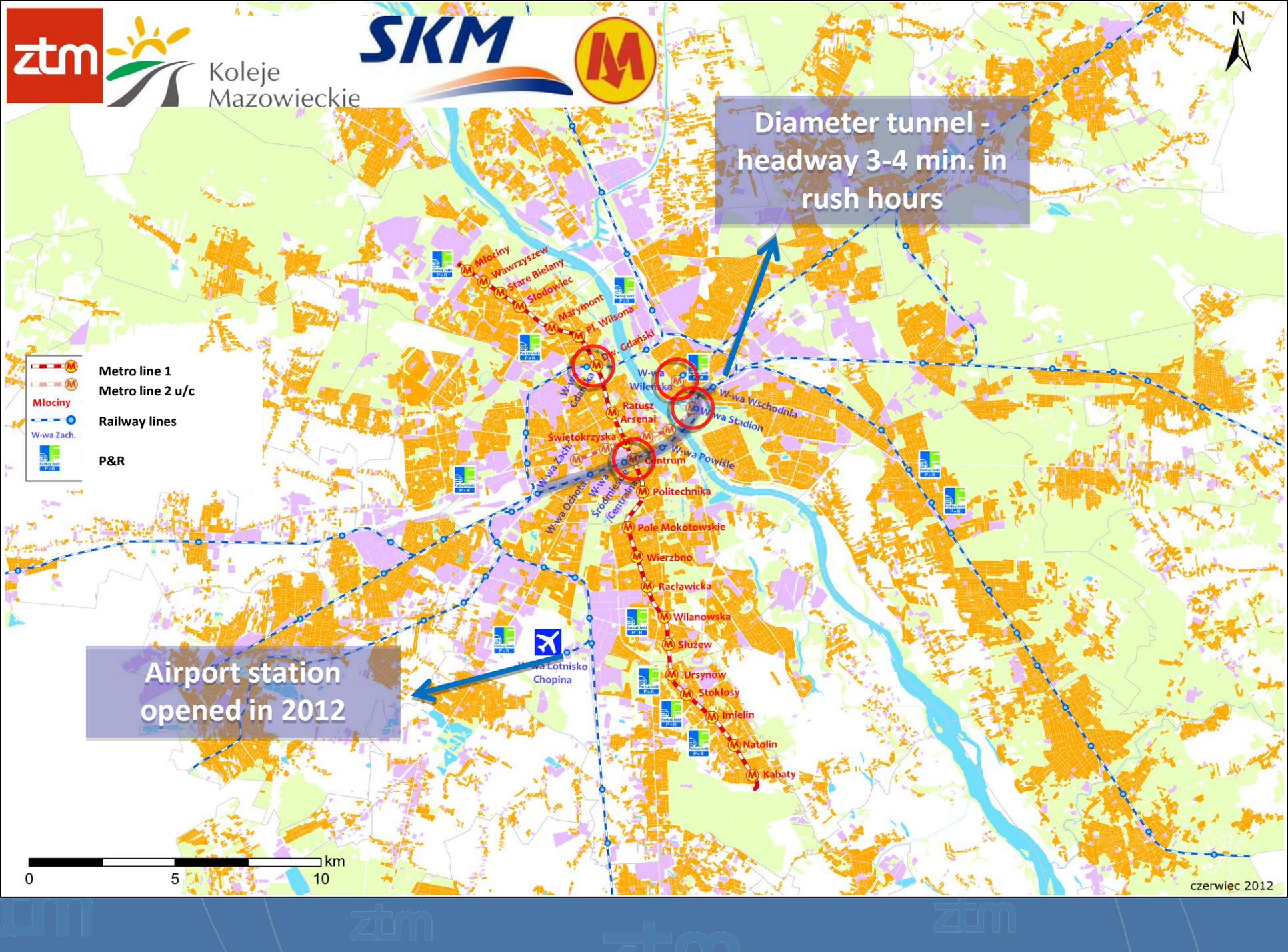
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Diameter tunnel -
headway 3-4 min. in
rush hours

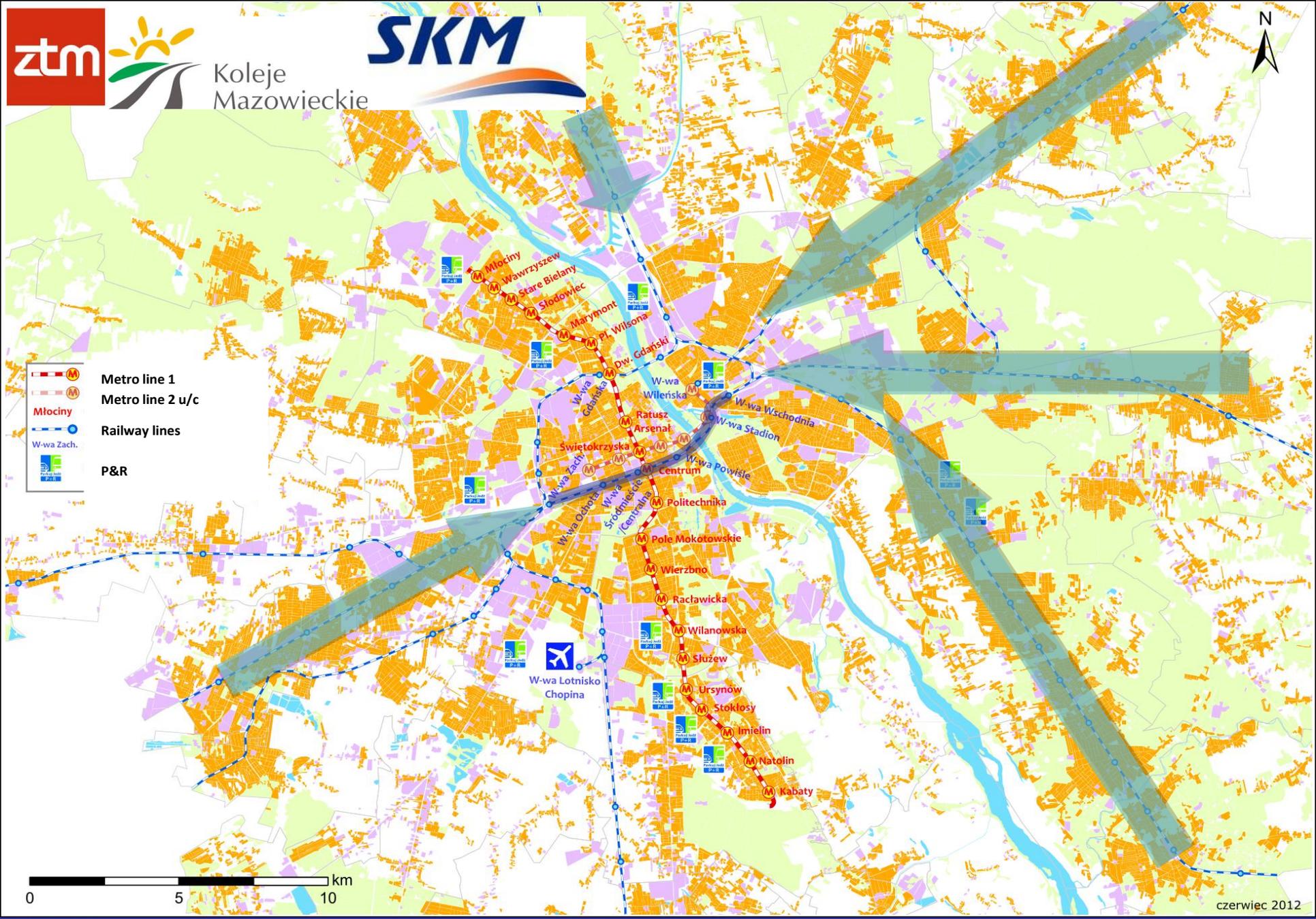
Airport station
opened in 2012

-  Metro line 1
-  Metro line 2 u/c
-  Młociny
-  Railway lines
-  W-wa Zach.
-  P&R





-  Metro line 1
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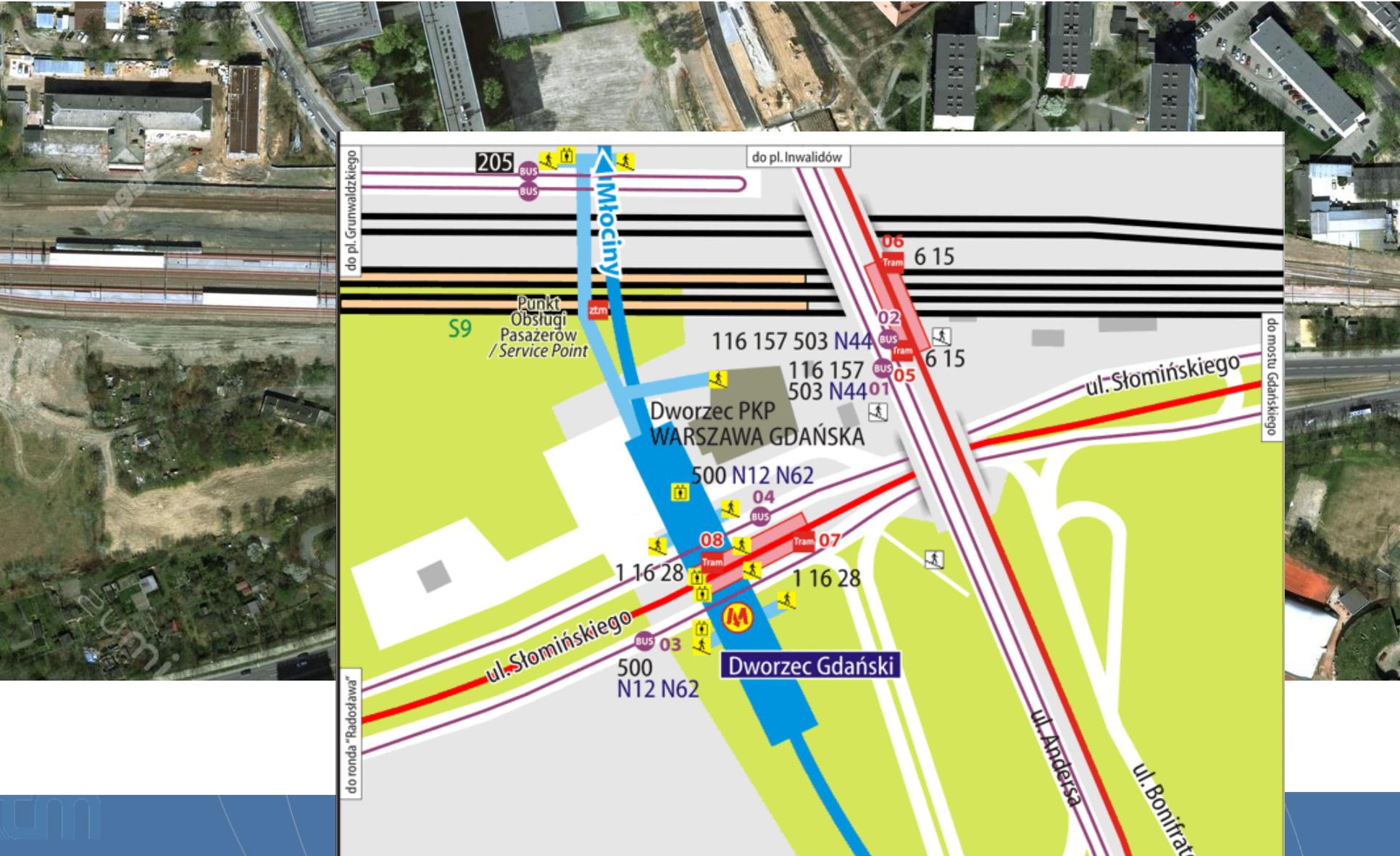


Railway as a part of intermodal urban transport

Gdański Station



Railways as a part of intermodal urban transport



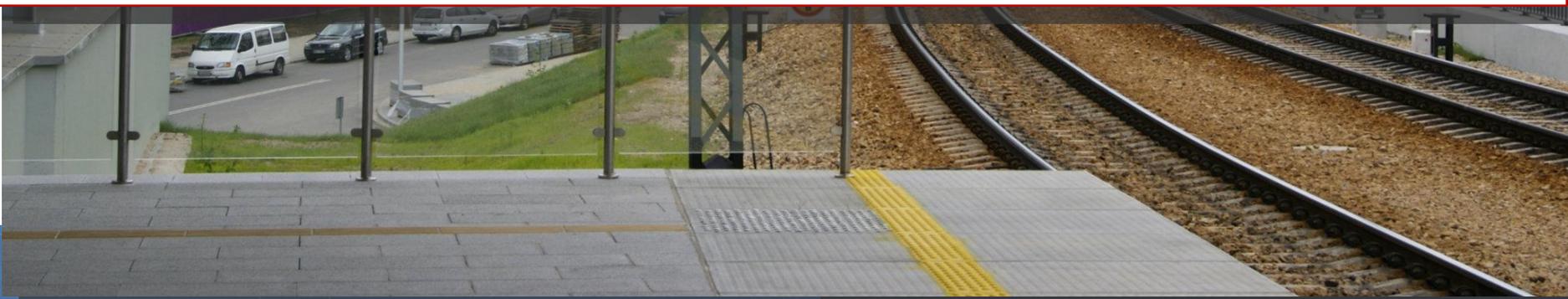
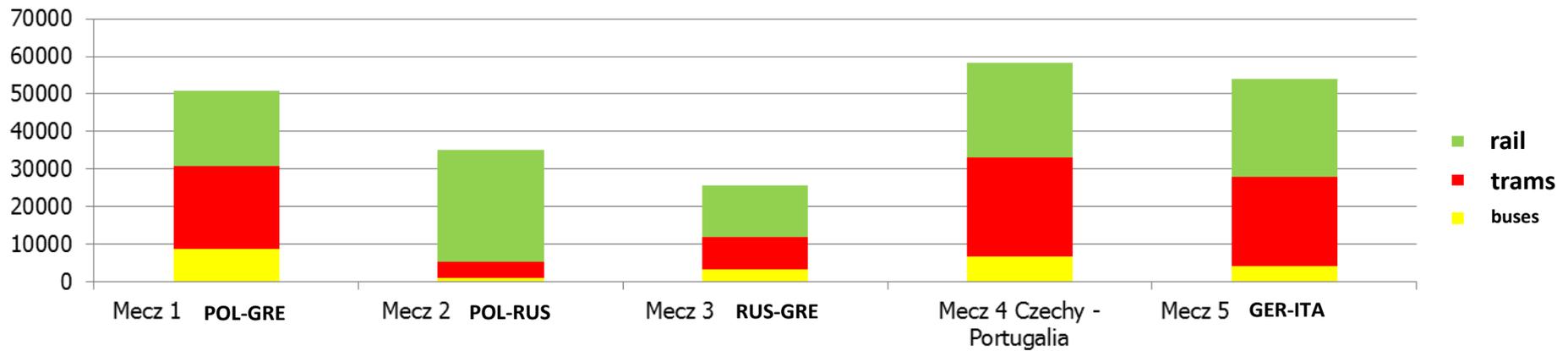
Chopin Airport Station



Koleje
Mazowieckie



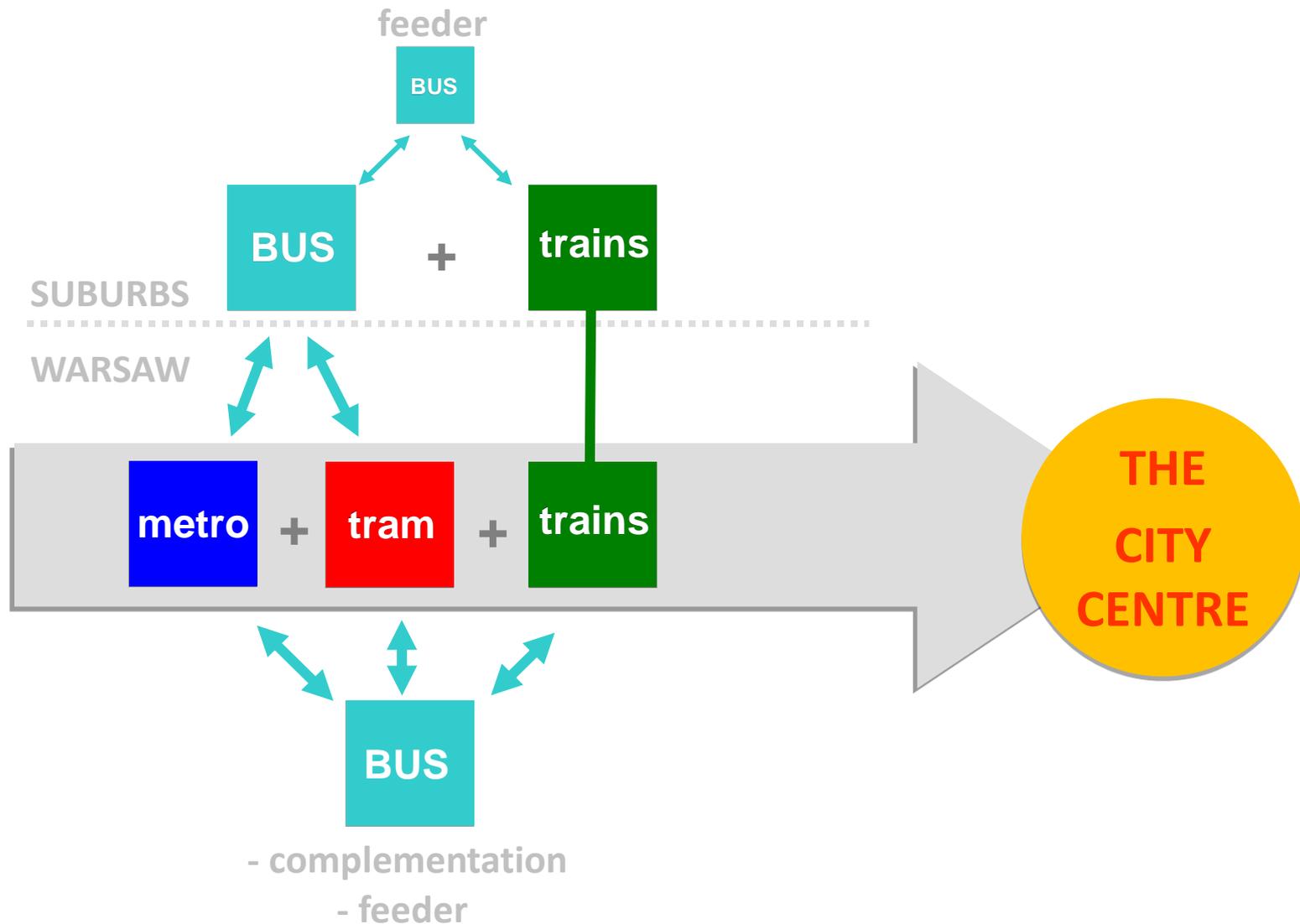
Passangers of PT going from the center to the National Stadium (EURO 2012 venue)



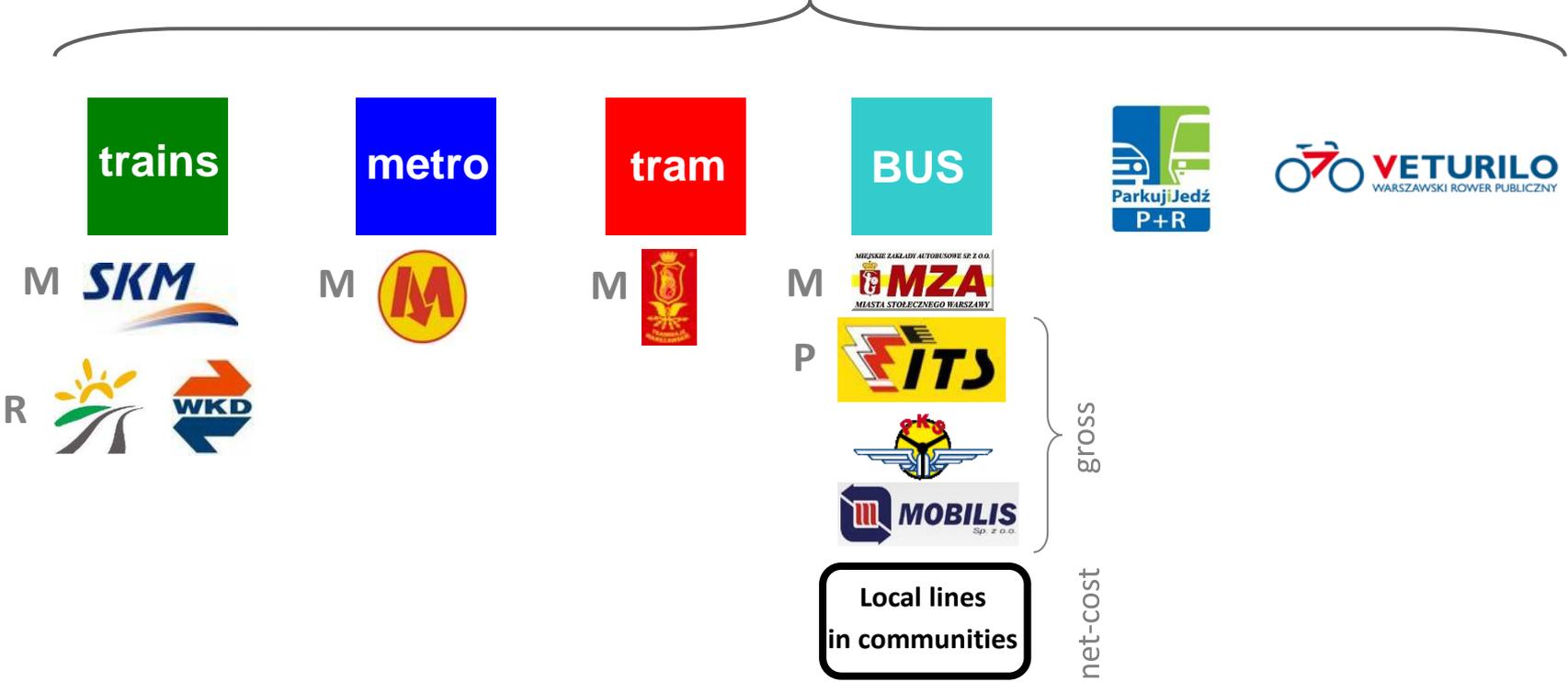
What problems are still present?

- In fact Warsaw and suburban communities compensate the „lost incomes” of KM → even though KM is a regional entity based on public funds
- The rail infrastructure is still national and shared with national Intercity and Cargo operators (linie capacity problem)
- The integration has no regional extension
- Private bus operators still break the scheme of the system
- Investments are still needed (e.g. transfer improvement)
- **The offer encouraged thousands of new passengers to use the trains → we reached the maximum level of vehicles capacity**
- **The system is fully financed from the municipal budgets (only 33% incomes from tickets)**

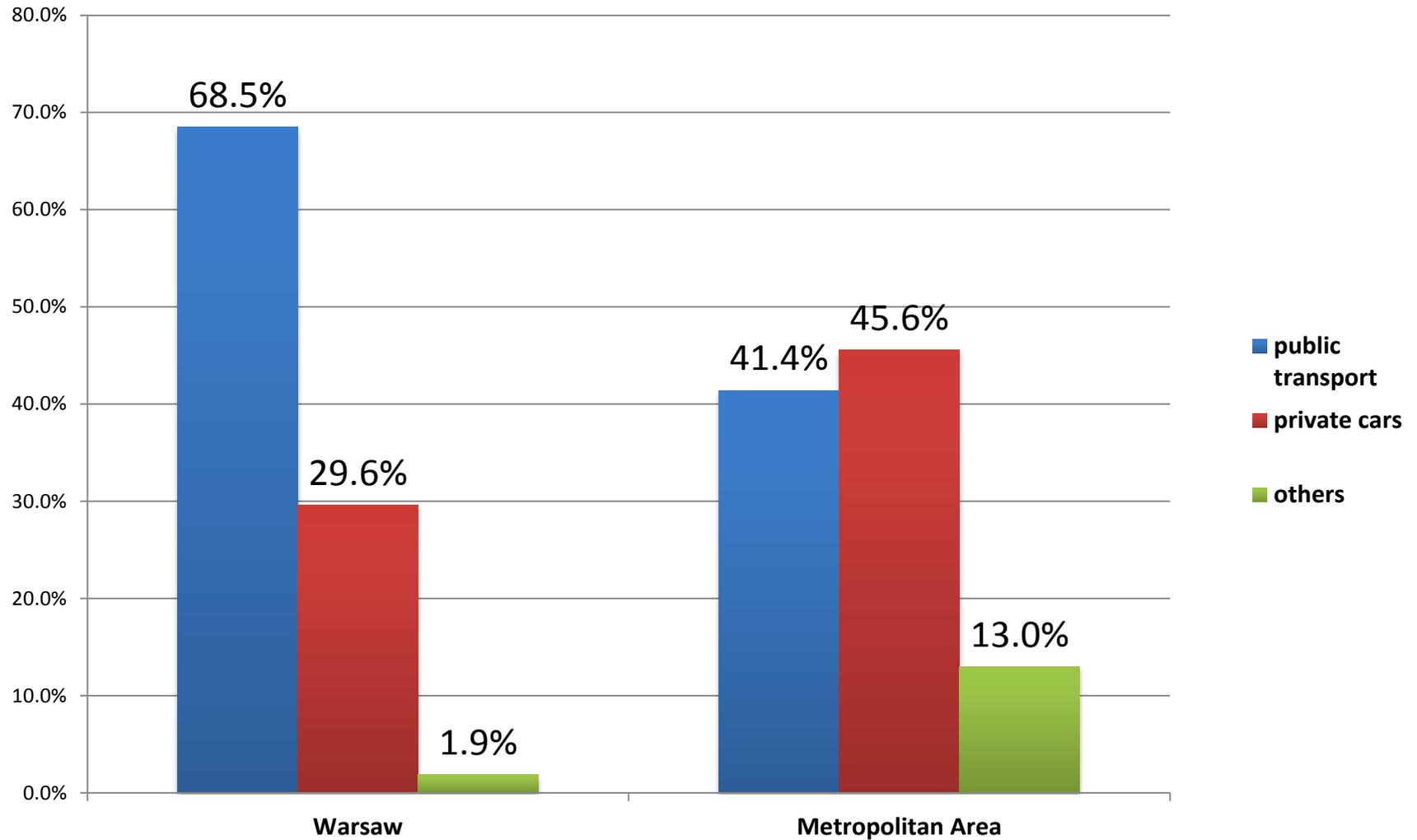
The scheme of intermodal PT system in Warsaw MA



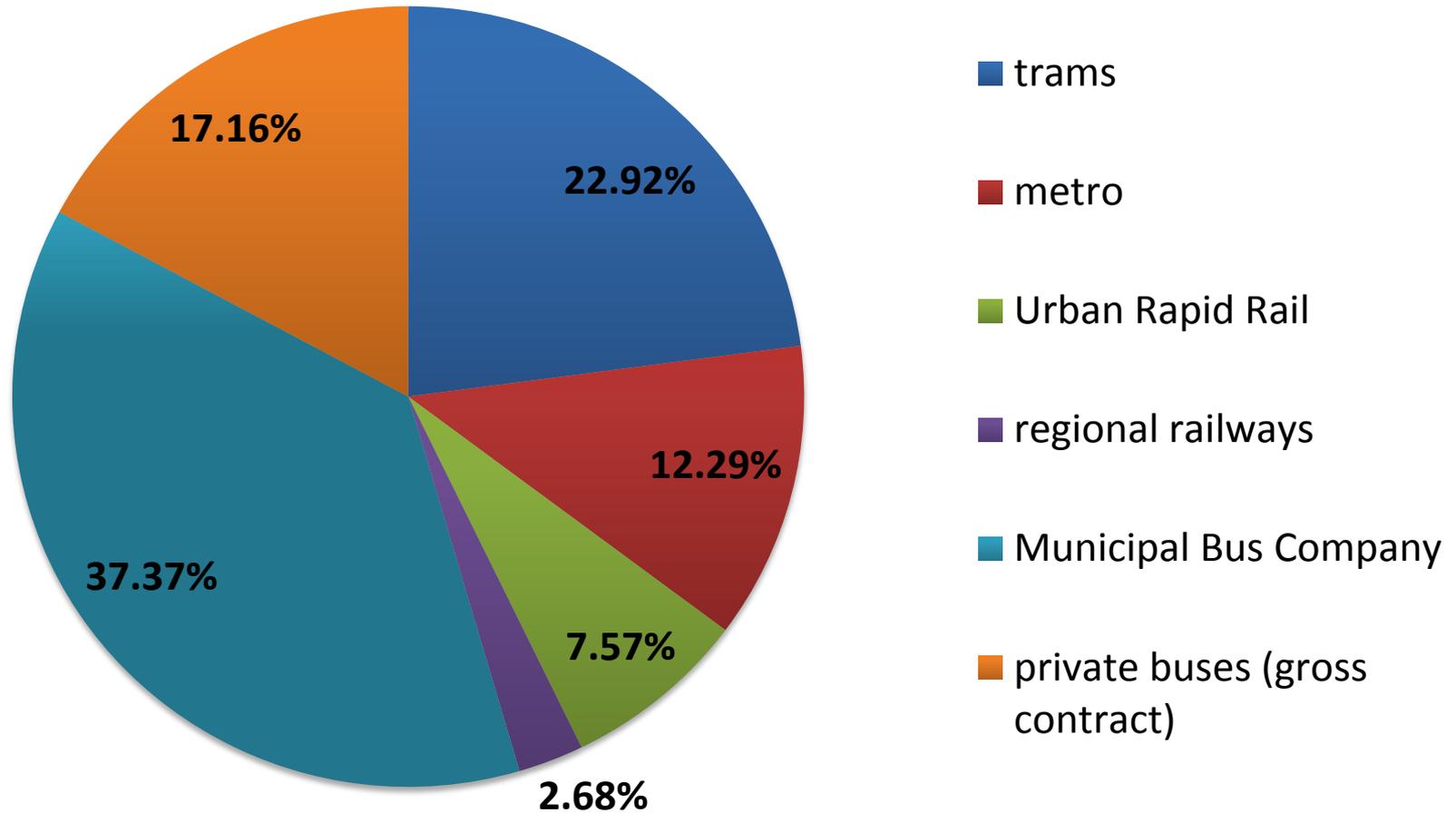
ZTM- the intermodal integrator



Modal Split (2005)



Vehicle-km by mode (September 2012)

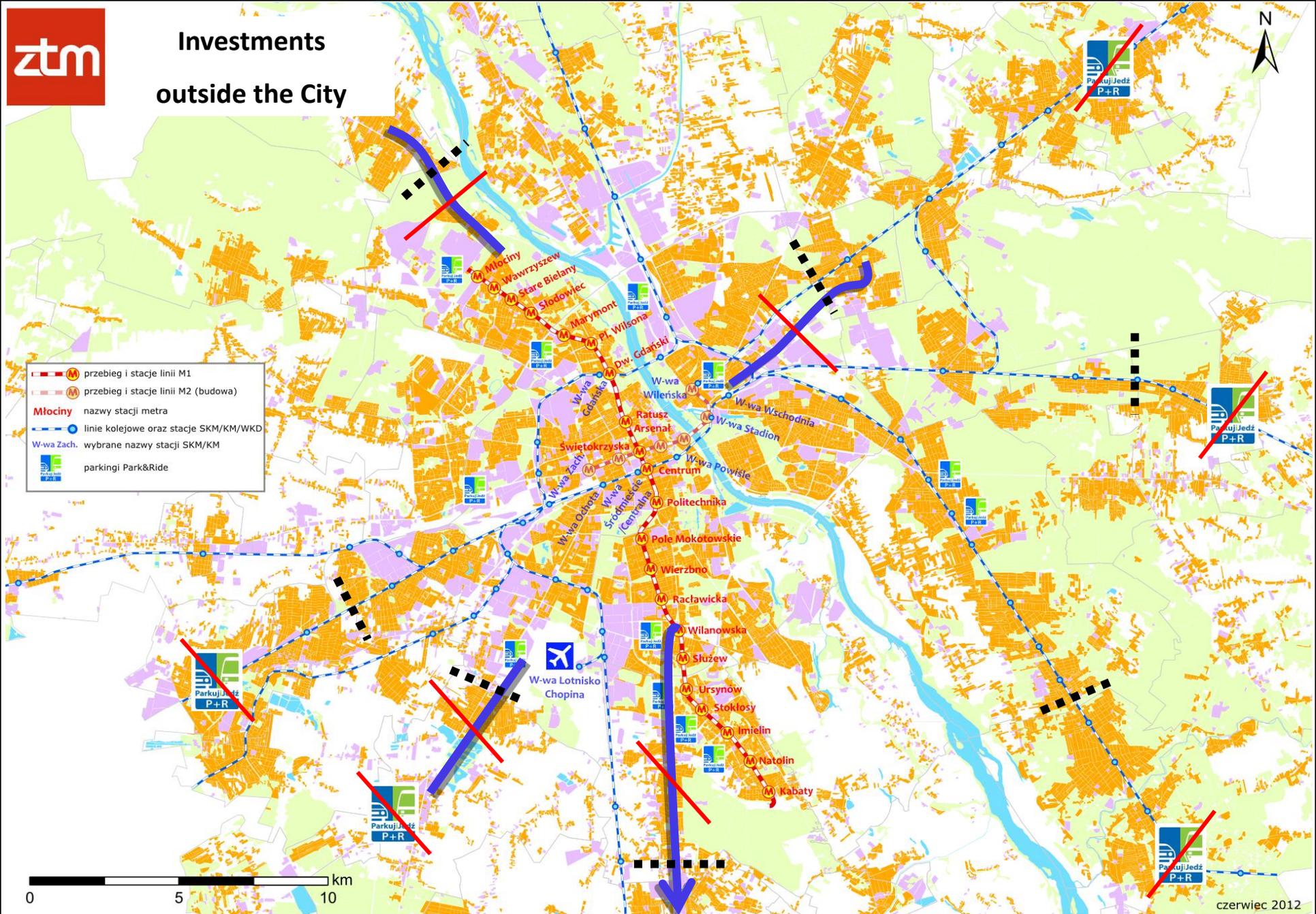


When the cooperation is not enough...

- Warsaw strategic documents (e.g. the transport policy) don't oblige the other entities (31 communities)
- Intermodality and integration needs some investments
- Warsaw cannot invest outside the boundaries (lack of metropolitan regulations)



Investments outside the City



- przebieg i stacje linii M1
- przebieg i stacje linii M2 (budowa)
- Młociny** nazwy stacji metra
- linie kolejowe oraz stacje SKM/KM/WKD
- W-wa Zach.** wybrane nazwy stacji SKM/KM
- parkingi Park&Ride



- The new public transport law in Poland (2011) based on 1370/2007 Regulation doesn't recognize MA
- It allows many entities to overlap their jurisdictions (without cooperation)
- According to the new law only 5 municipalities in Warsaw MA are obligated to design the perspective plan of local transport
- No ideas for MA, no new financing sources, lack of priorities for intermodality and integration

Conclusions

- Should the transport integration in MA be a part of regional/national law? cooperation/compel?
- Should other entities take part in the integration process (the region/the government) and its financing?
- Can we manage the intermodality only within the city borders?
- **Who should take the initiative for integration and intermodality without regulations?**

Thank You for your attention!



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