Integration without regulations

Florence School of Regulation
European Intermodal Transport Regulation Forum

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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)
Service area

1.7 mln

0.75 mln

communities
Warsaw districts

0 5 10 20 km

0x-2 to 721x540
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).
Railway lines in Warsaw
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
After 2002 The City realized that railway lines in Warsaw can became 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 became 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 integration in Warsaw brought a new look on railways to the other regions
Metro line 1
Metro line 2 u/c
P&R
Railway lines

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

Airport station opened in 2012
Railway as a part of intermodal urban transport

Gdański Station
Railways as a part of intermodal urban transport
Passengers 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

31 communities

trains
metro
tram
BUS

Local lines in communities

gross

net-cost

31 communities

ZTM
Modal Split (2005)

- Warsaw:
  - Public transport: 68.5%
  - Private cars: 29.6%
  - Others: 1.9%

- Metropolitan Area:
  - Public transport: 41.4%
  - Private cars: 45.6%
  - Others: 13.0%
Vehicle-km by mode (September 2012)

- 37.37% Municipal Bus Company
- 22.92% trams
- 17.16% Urban Rapid Rail
- 12.29% metro
- 7.57% regional railways
- 2.68% private buses (gross contract)
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)
Legal aspects

- 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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