

OPEN ACCESS PASSENGER RAIL COMPETITION – THE CASE STUDY OF AUSTRIA

Coexistence of open access and public service obligations

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main field: public service obligations (psa)

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TALK OUTLINE

- Introduction
 - General | Regulatory framework | Organisational conditions
- Public rail passenger transport services
 - Status quo & Public service contracts
- Open access
 - competitive services: status quo | experiences | challenges
- Overall goal

INTRODUCTION

General | Statistics

Infrastructure:

- The Austrian rail network extends to approx. 5,660 km, including approx. 3,500 km of priority routes (high-quality, highly developed).
- Austria ranks second in terms of per capita investments in rail infrastructure behind Switzerland – but (far) ahead of other E.U.-member states.

Public (rail) passenger transport:

- Austria ranked 2012 second within the E.U. (after CZ) in terms of passenger-kilometre (incl. bus services) but ranks first in terms of rail passenger-kilometre.
- Passenger transport denotes high modal split rates (25%) and high per capita degrees of utilisation of rail transport.

INTRODUCTION

General | Rail infrastructure



Rail infrastructure in Austria

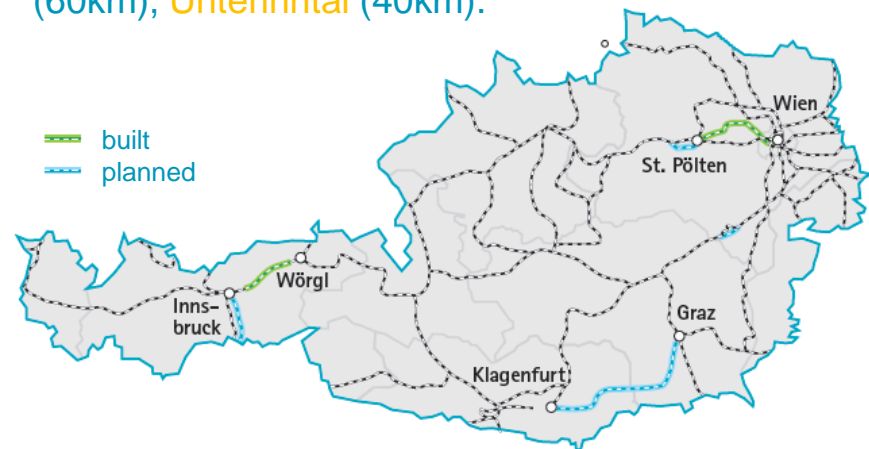


■ 766 km
regional- &
private railways

■ 4,894 km
ÖBB

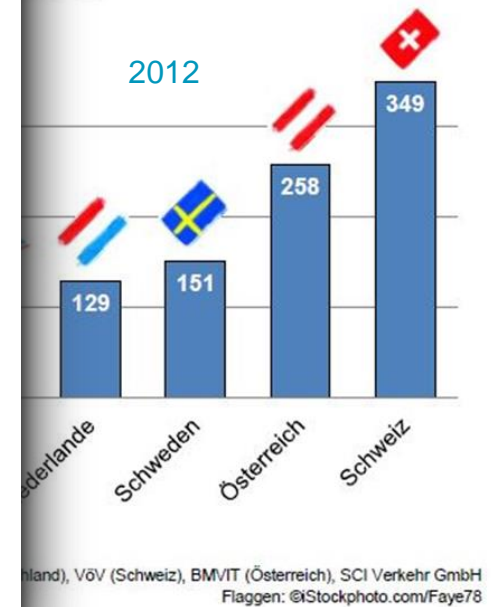
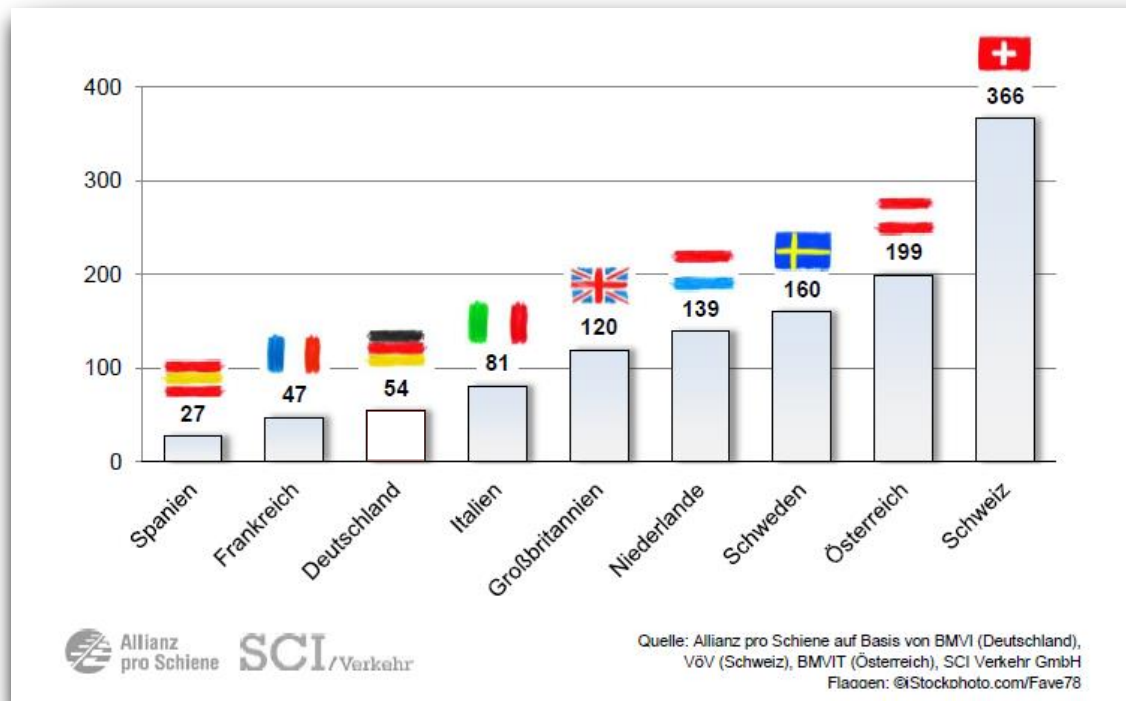
By **2026** another **300 km of new infrastructure** will be finished, among those the 3 tunnels: **Koralmbahn** (130km), **Semmering** and **Brenner Base Tunnels**.

Since 2007 approx. **150 km of new infrastructure** have been opened, e.g., core network segments **Vienna – St. Pölten** (60km), **Unterinntal** (40km).



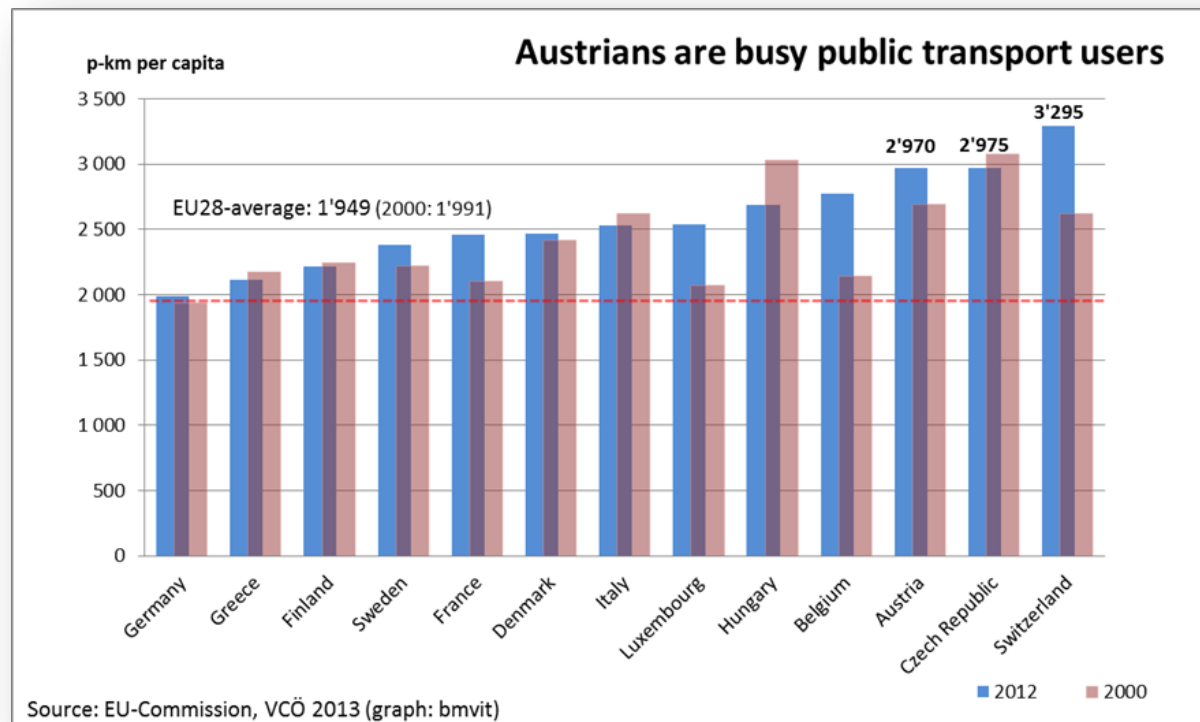
INTRODUCTION

General | Rail infrastructure



INTRODUCTION

General | High level public transport in AUT



INTRODUCTION

General | High level public transport in AUT perceptible success!

- Recent increases compared to road transport

2010-2014: rail passenger-km + 12%
rail passengers + 15%

road transport service + 4%
(federal network + cat. B)

- Austria: “rail passenger nation n°1 of E.U.” (again 2014: 1,426 km)



rail kilometres

E.U., km per person, 2013



INTRODUCTION

Regulatory framework

REGULATION (EC) No. 1370/2007

Local and Regional Public Passenger Transport Act 1999
(ÖPNRV-G 1999)

§ 48 Bundesbahngesetz (Federal Railway Act)

§ 4 Privatbahngesetz 2004 (Private Railway Act)

Bundesvergabegesetz 2006 (Public Procurement Act)

Eisenbahngesetz 1957 (Railway Act)

INTRODUCTION

Regulatory framework

- **Open access in Austria according to First Railway Directive 91/440/EC de jure since 1998**
- According to Art. 57 para. 1 Railway Act railway operator...
 - has to be based in Austria or
 - conduct international passenger transport services

[...]
- With the Fourth Railway Package to come the obligation of an Austrian office will be abolished and cabotage be enabled.

INTRODUCTION

Organisational conditions

- Dominance of unprofitable traffics | public service obligations (psa)
- Duality of public authorities due to the Local and Regional Public Passenger Transport Act 1999
 - Art. 7: Responsibility of federal authority to guarantee a basic supply of services in local and regional public transport by rail to the extent of the services ordered or provided in the timetable year 1999/2000.
 - Art. 11 and 13: Responsibility of regional and local authorities (provinces and municipalities) to plan demand-oriented transport services (reduction, expansion or restructuring of transport services) and to add services.

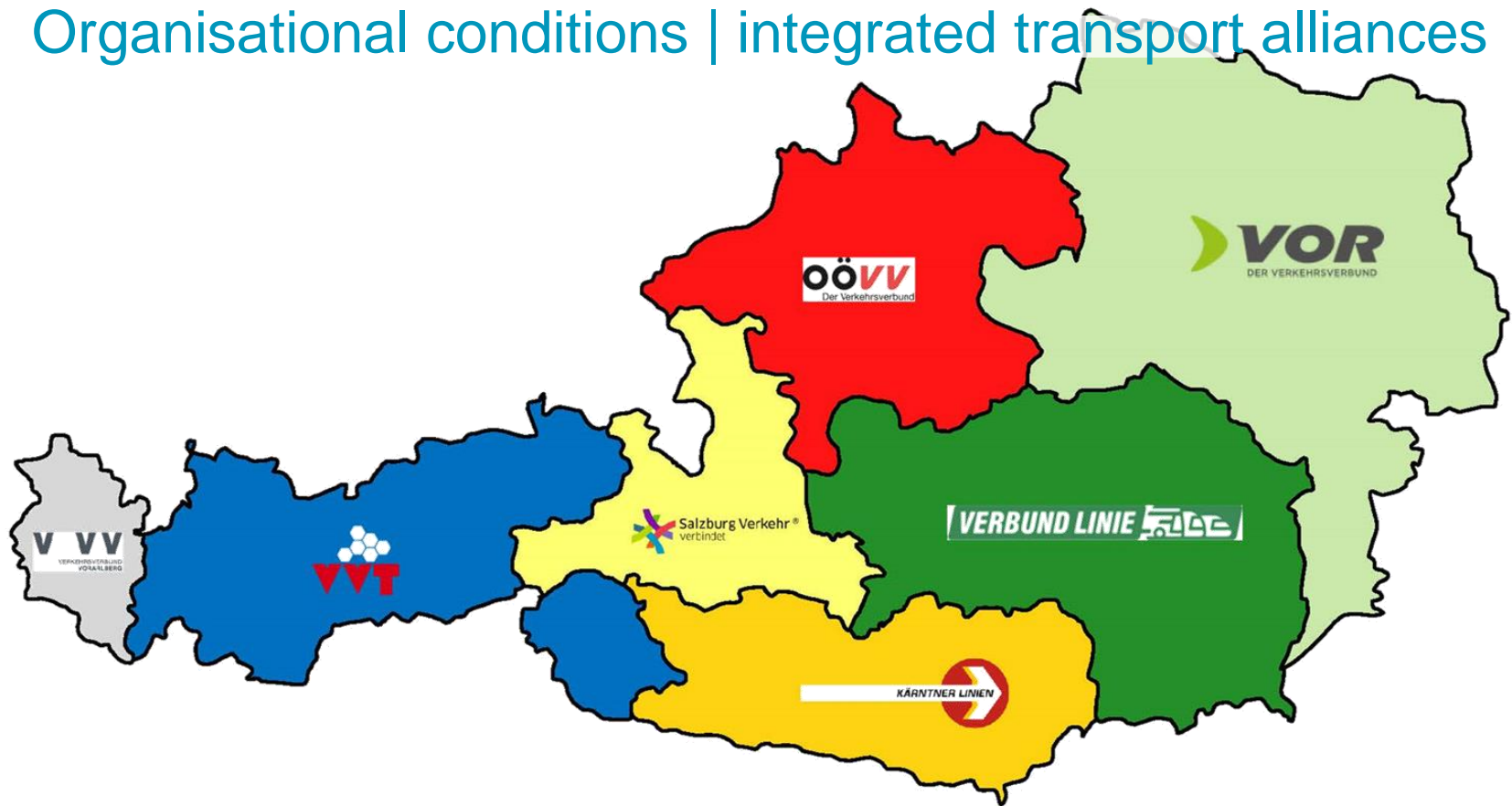
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Organisational conditions | integrated transport alliances

- *Regional and local authorities can authorise transport alliances with responsibilities according to Art. 11.*
- Integrated transport alliances (“Verkehrsverbünde”):
Areas with integrated public transport system (esp. in terms of tariffs)
- 6 organisations corresponding to provinces *and*
- Eastern region (Vienna, Lower Austria, Burgenland): 1 organisation

INTRODUCTION

Organisational conditions | integrated transport alliances



Graphics: S. Mayerhofer, bmvit [editing: G. Steininger]

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PUBLIC RAIL PASSENGER TRANSPORT SERVICES

Status quo | public service contracts

Direct awards of public rail passenger services

- Article 5 para. 6 of REGULATION (EC) 1370/2007
- Possibility to premature termination of service bundles (lots) → public tender

Contract period: 10 years

Bonus malus system to improve quality of services

Volumes: ÖBB-PV AG – approx. 72 million km p.a.
 private rail companies – approx. 6 million km p.a.

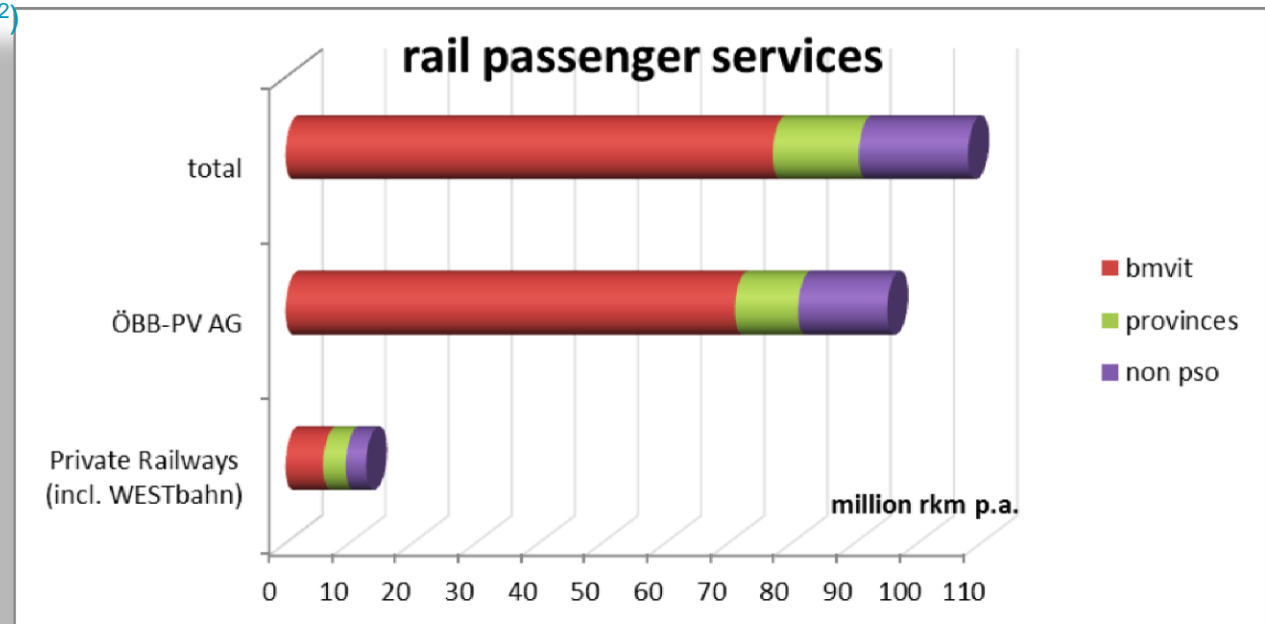
Compensation: ÖBB-PV AG – approx. 636 million EUR p.a.²⁰¹⁴
 private rail companies – approx. 52 million EUR p.a.²⁰¹⁴

PUBLIC RAIL PASSENGER TRANSPORT SERVICES

Status quo | volumes

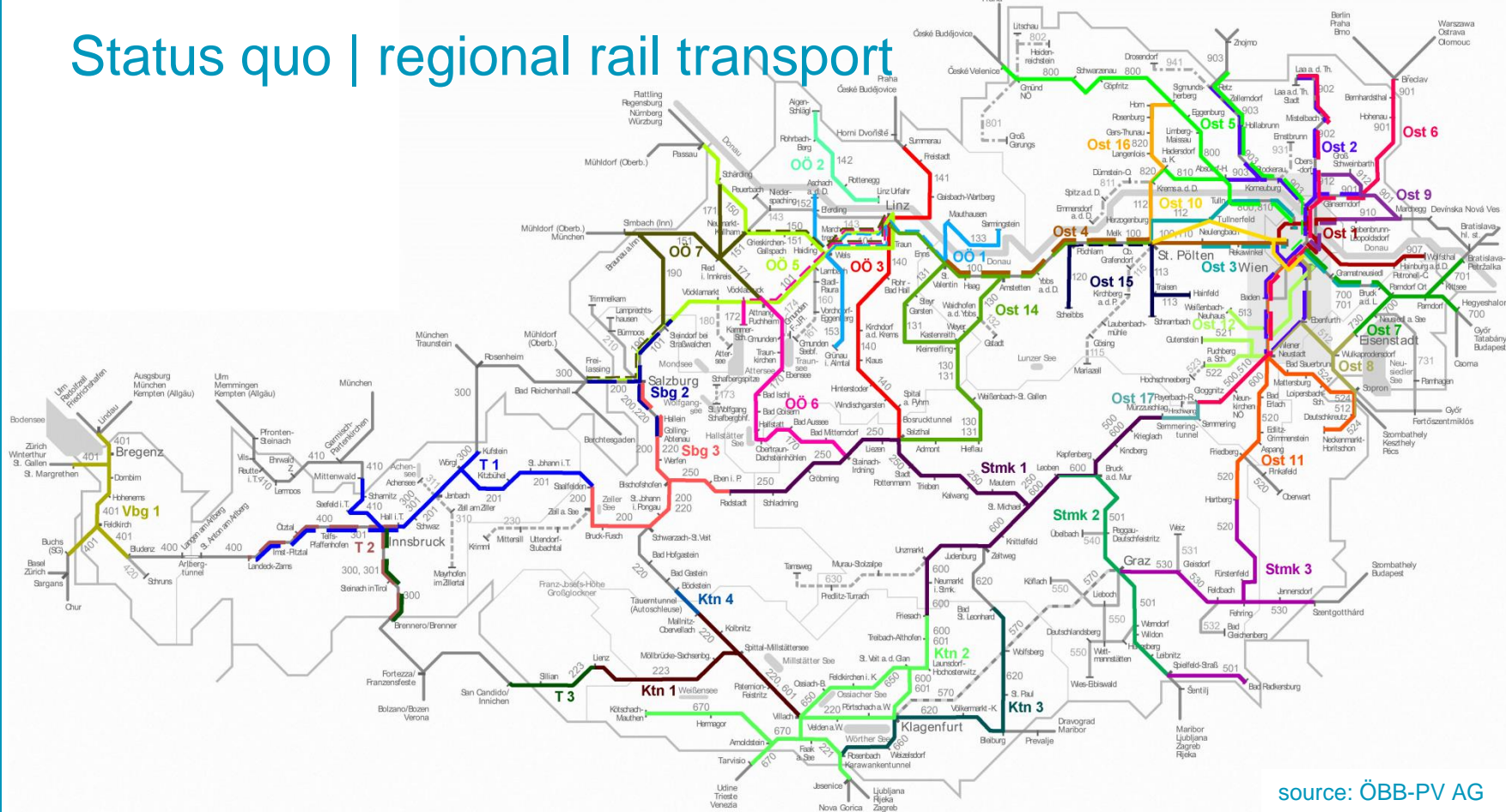
Volume of annual rail passenger services

(own est. in m. rail-km ²⁰¹²)



PUBLIC RAIL PASSENGER TRANSPORT SERVICES

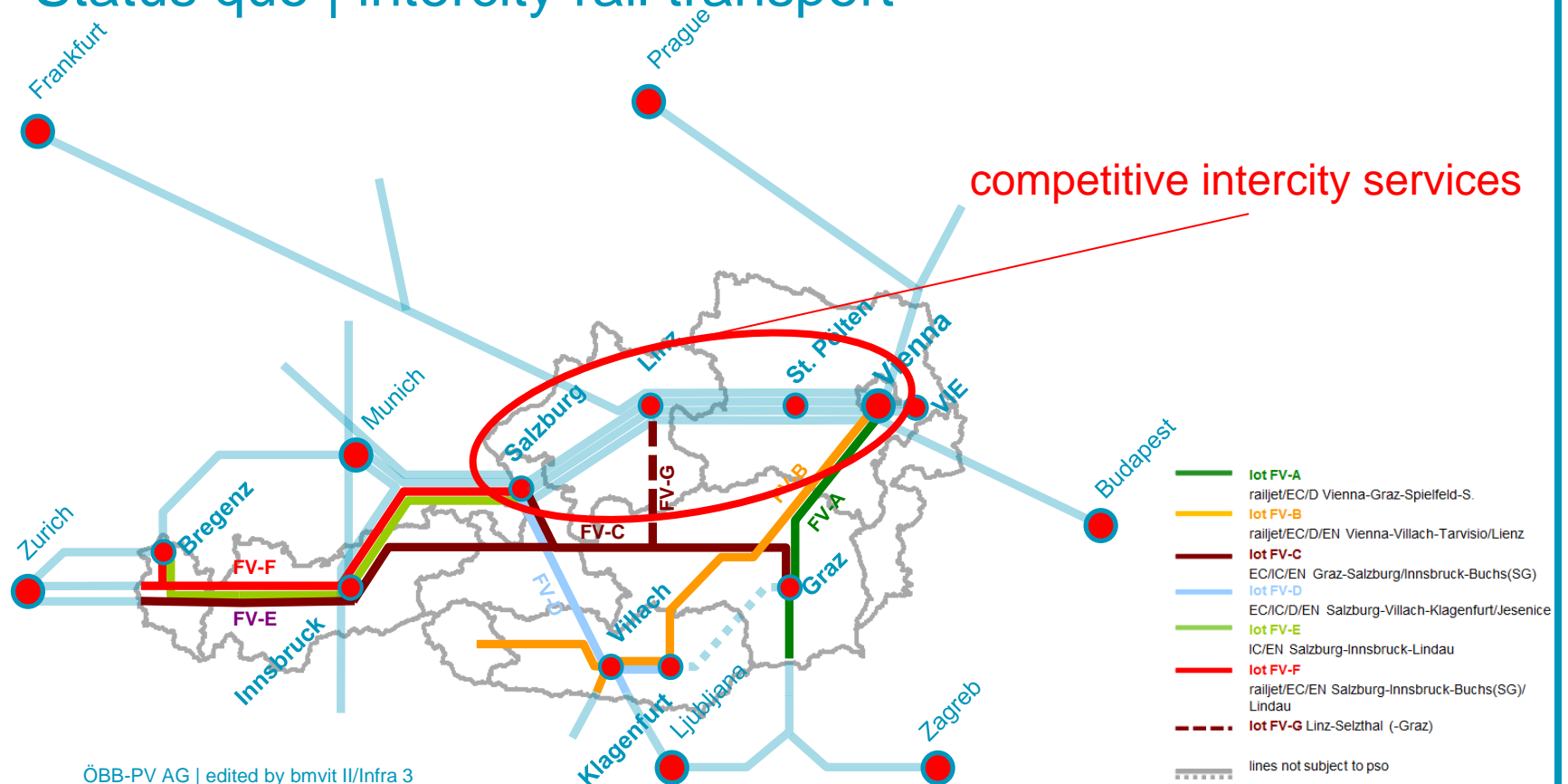
Status quo | regional rail transport



source: ÖBB-PV AG

PUBLIC RAIL PASSENGER TRANSPORT SERVICES

Status quo | intercity rail transport



ÖBB-PV AG | edited by bmvit II/Infra 3

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Competitive services | status quo

- Since December 2011 the “private” operator WESTbahn Management GmbH offers intercity transport services between Vienna and Salzburg
 - Commercial services (both, ÖBB-PV AG and WESTbahn) on this line
- WESTbahn:
 - Own tariff and ticketing system
 - No cross ticket acceptance except for tariffs (e.g., seasonal tickets) of local traffic in Upper Austria (member of transport alliance)
 - Cancelled membership in Eastern Region and Salzburg

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Competitive services | experiences

- Incentive for incumbent
 - increased focus on efficiency and productivity
 - increased customer orientation
- Boost of supplied transport services
- Increased variety of ancillary services and tariffs
- Image revision
- Conflicting interests: optimum (integrated) timetable vs. skimming services
- Constraints: network capacities and stability of services

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Relativisation | comparability of statistics?

In order to put quick conclusions into perspective:

- Changes in financing pso and modifications of network charges
- Dec. 2012: high-speed line (Wienerwald tunnel) brought into service
- Overall travel time Vienna – Linz – Salzburg since then below private transport
- Collaterally and increasingly: implementation of “Park&Ride” facilities
commercial control over parking space
sections with reduced speed limits (motorways)

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Competitive services | challenges

Mixture of pso- and non-pso-intercity rail transport

- System to guarantee integrated timetables and to ensure open routes
- System to guarantee direct connections
- Capacity allocation (non-discriminating)
- Open access vs. pso-traffics (priority for pso-traffics?)

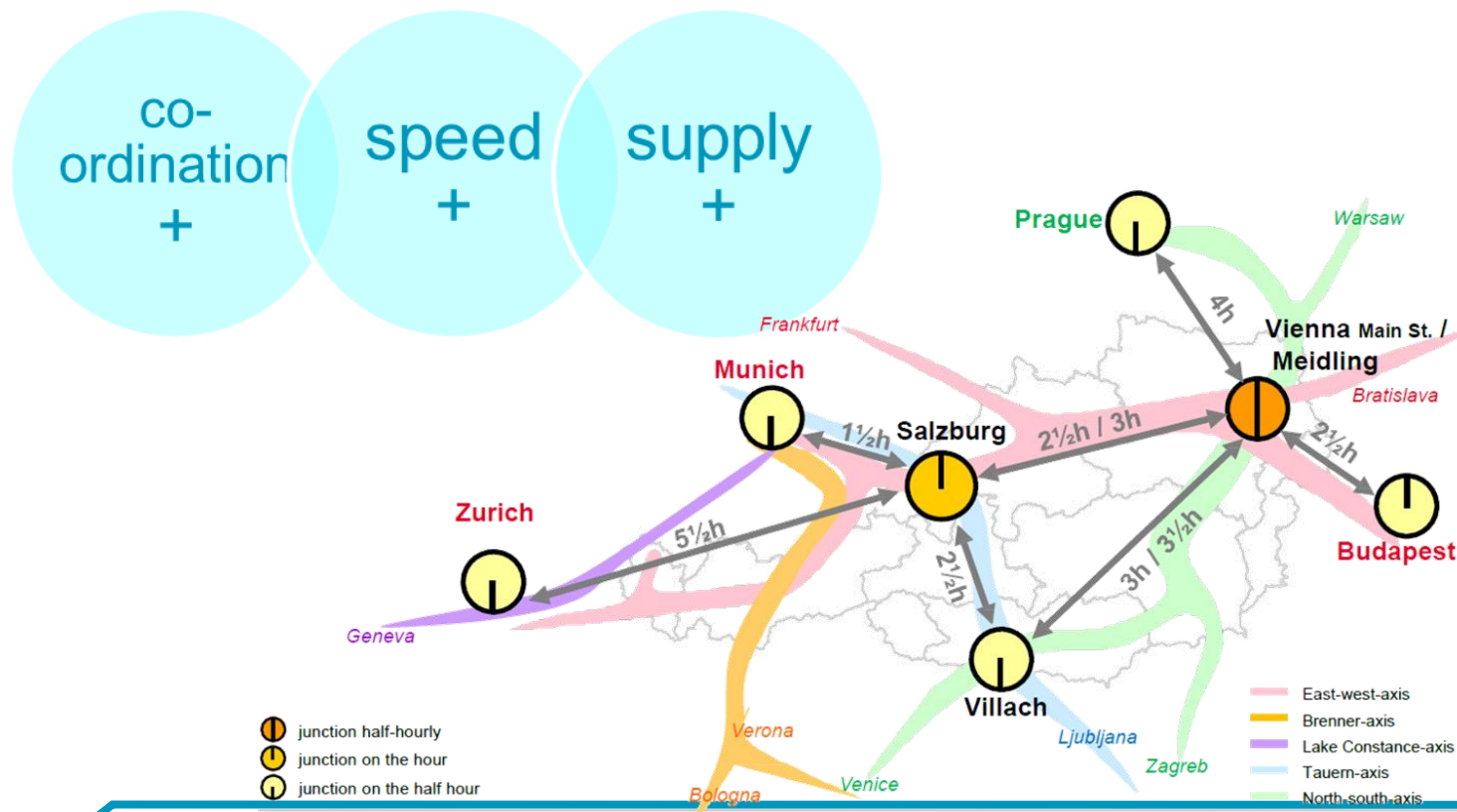
Integration and transparency of tariffs

- Easy access
- One ticket / one-stop shop

Competition through long-distance busses (cheaper fares, *faster services*)

OVERALL GOAL

Integrated synchronised timetable (ITF)



OVERALL GOAL

Integrated synchronised timetable (ITF)

- Increase share of public passenger transport, esp. by raising shifting potentials
- Reduction of travel times in public transport and strengthening rail transport for intermodal competition
- Facilitation of planning processes for traffic and infrastructure managers
- Establishing network requirements for optimum integration of all means of public transport and an optimum (demand-oriented) disposal of supply of services

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Target Network 2025+, Integrated Timetable | Zielnetz 2025+, ITF 2025 et al.:

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Fact sheets:

<http://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/faktenblaetter/index.html>

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http://www.bmvit.gv.at/verkehr/nahverkehr/downloads/endbericht_spnv.pdf

Information on PSO et al.:

<http://www.bmvit.gv.at/verkehr/nahverkehr/finanzierung/vdv/index.html>

data sources (esp. images and graphs): bmvit, oebb, asfinag, spirit design, parlament.gv.at, Planai-Hochwurzten-Bahnen, fanpage-der-wiener-linien, wikimedia

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