Railway Infrastructure for a Competitive Passenger Transport

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Competition in Passenger Railways
in Central and Eastern European Countries
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Scope of the competition

Long distance passenger transport

- Traditional organisation (RIC) – each national company acts within country borders
- Liberalised for cross-border competition in 2010 January,
- Directive establishing a single European railway area (recast) 2012/34/EU

Scope of the competition

Regional passenger transport

- Public services are regulated in EC/1370/2007
- Scope of public service defined on national level
- Direct award or competitive tendering
- Based on Public Service Contract

Scope of the competition

Different approaches in CEE countries

PL – regional service orders, regional operators

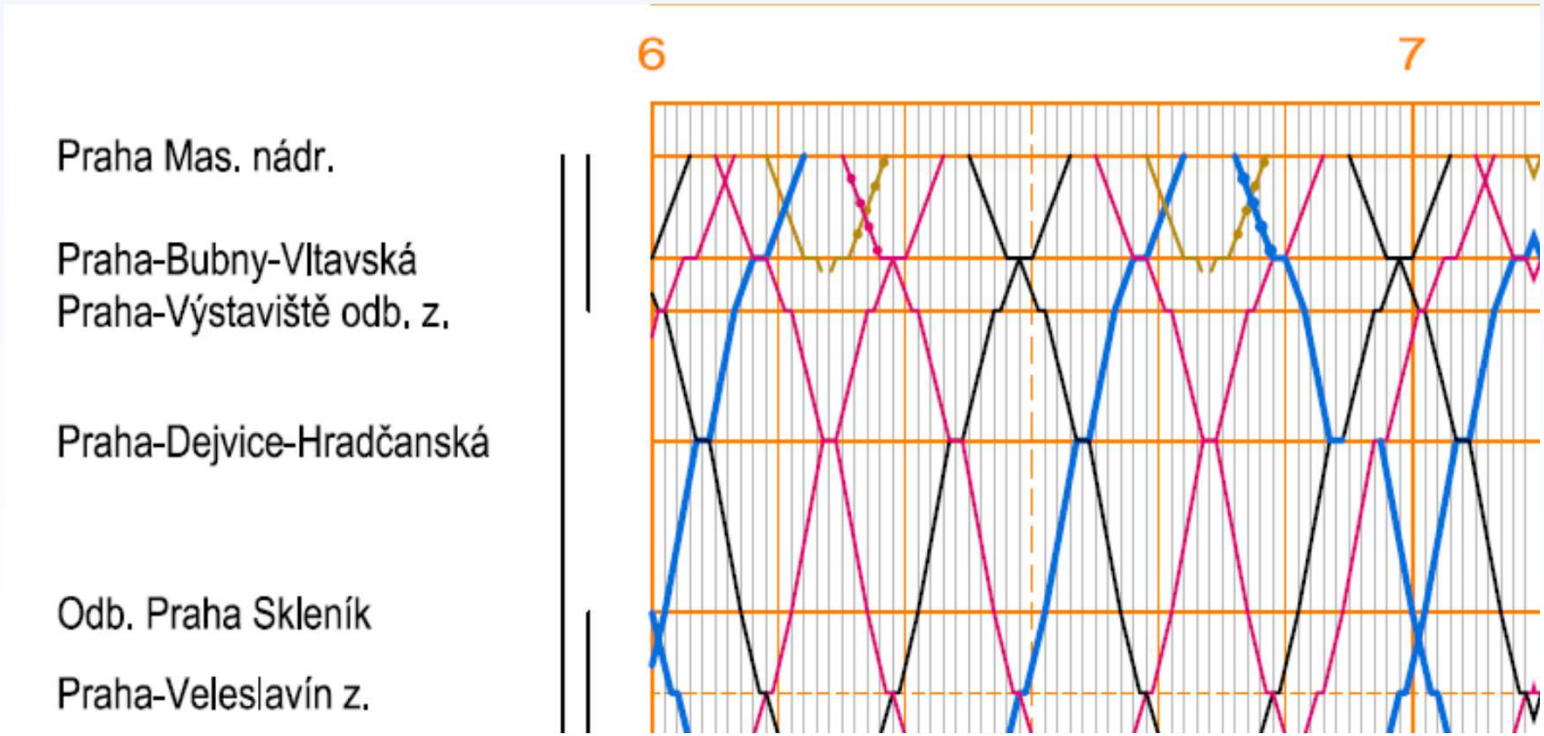
HU – two traditional operators, changing scope

SK – a single tendered line

CZ – open access competition in long distance, some regional tenders

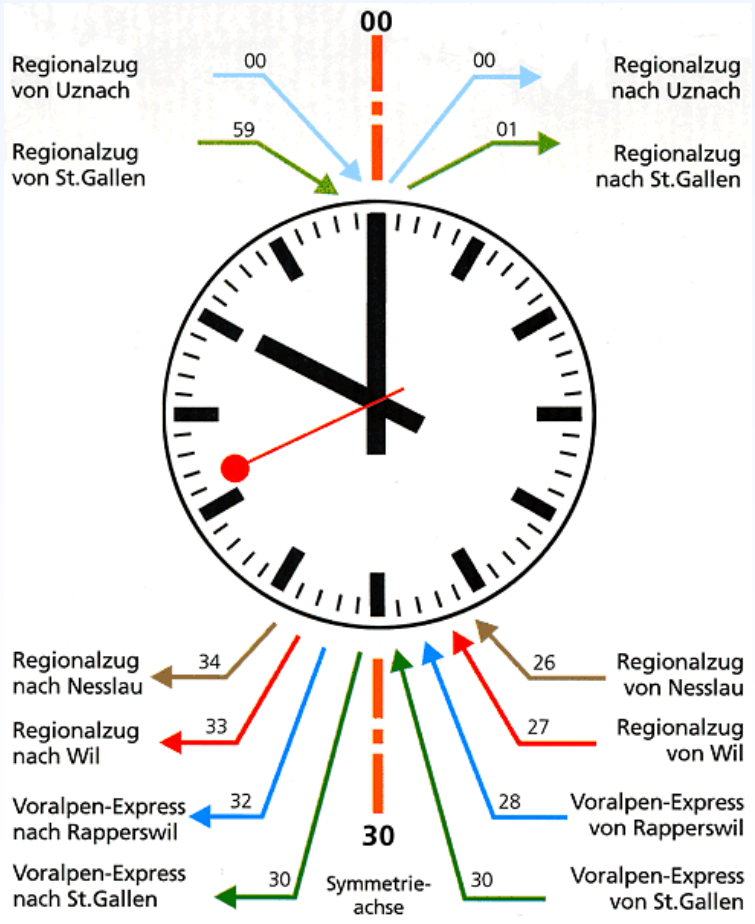
Principles of capacity calculation:

train route diagram

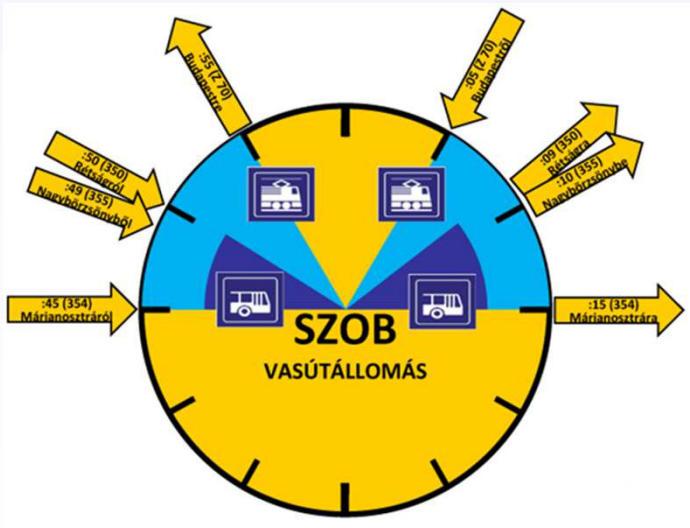


Infrastructure capacities

Symmetrical timetable

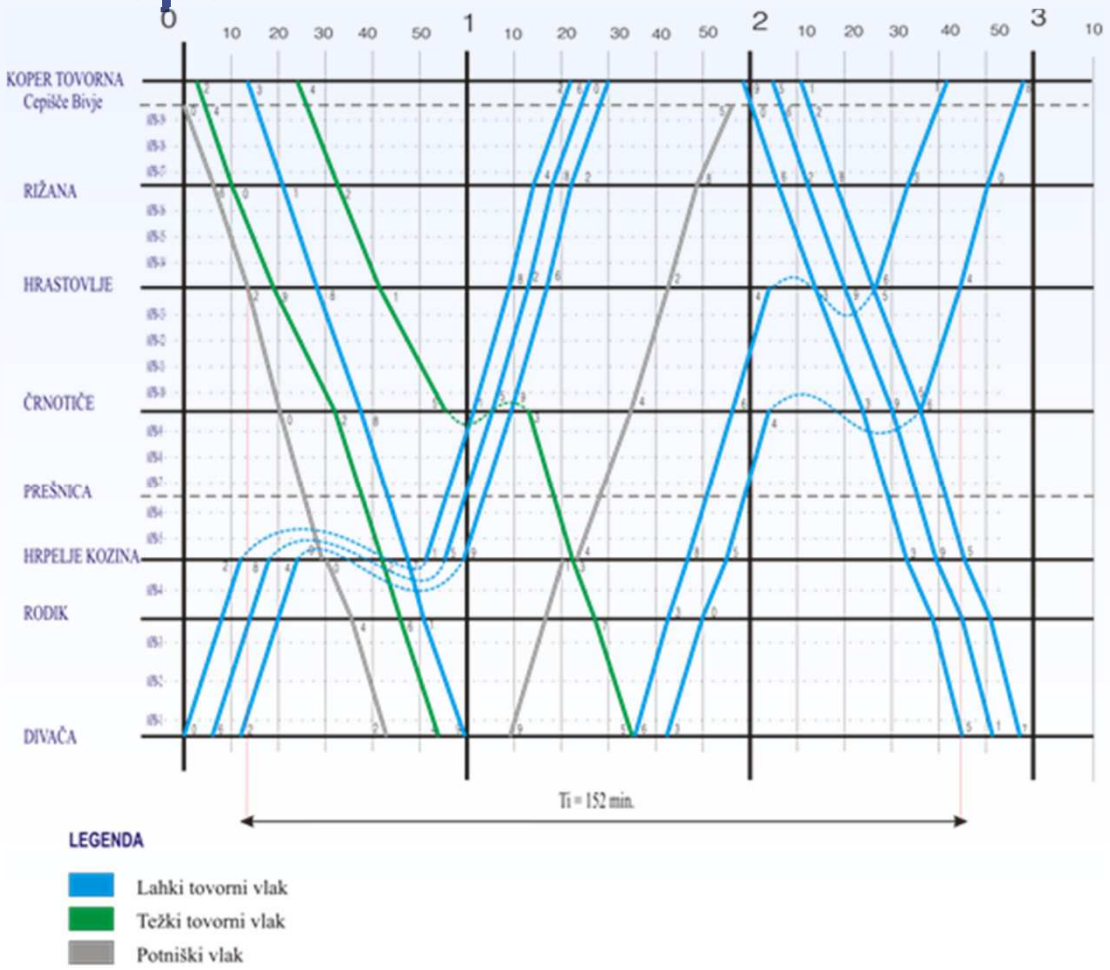


Integrated timetable



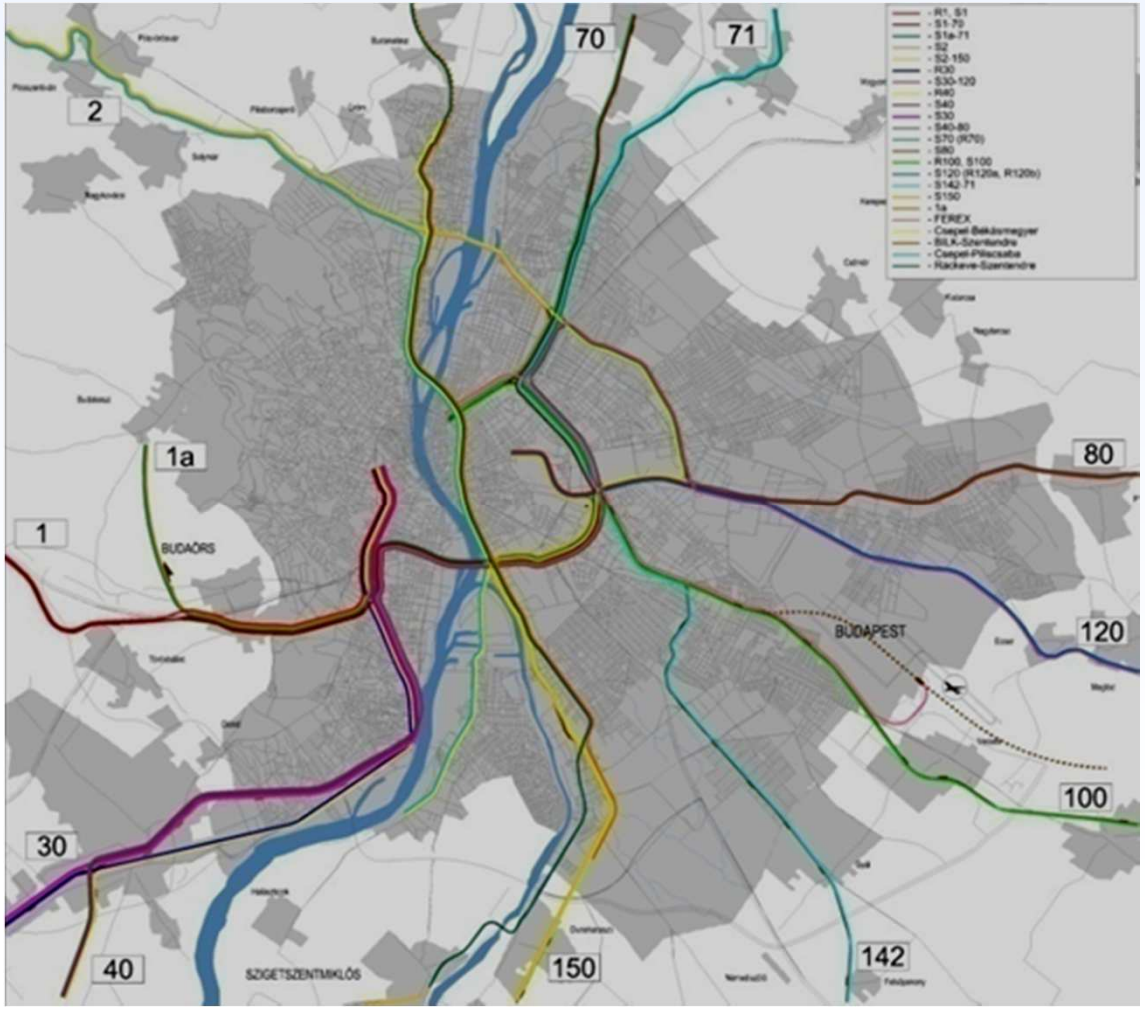
Typical capacity bottlenecks

SI – Divaca – Koper



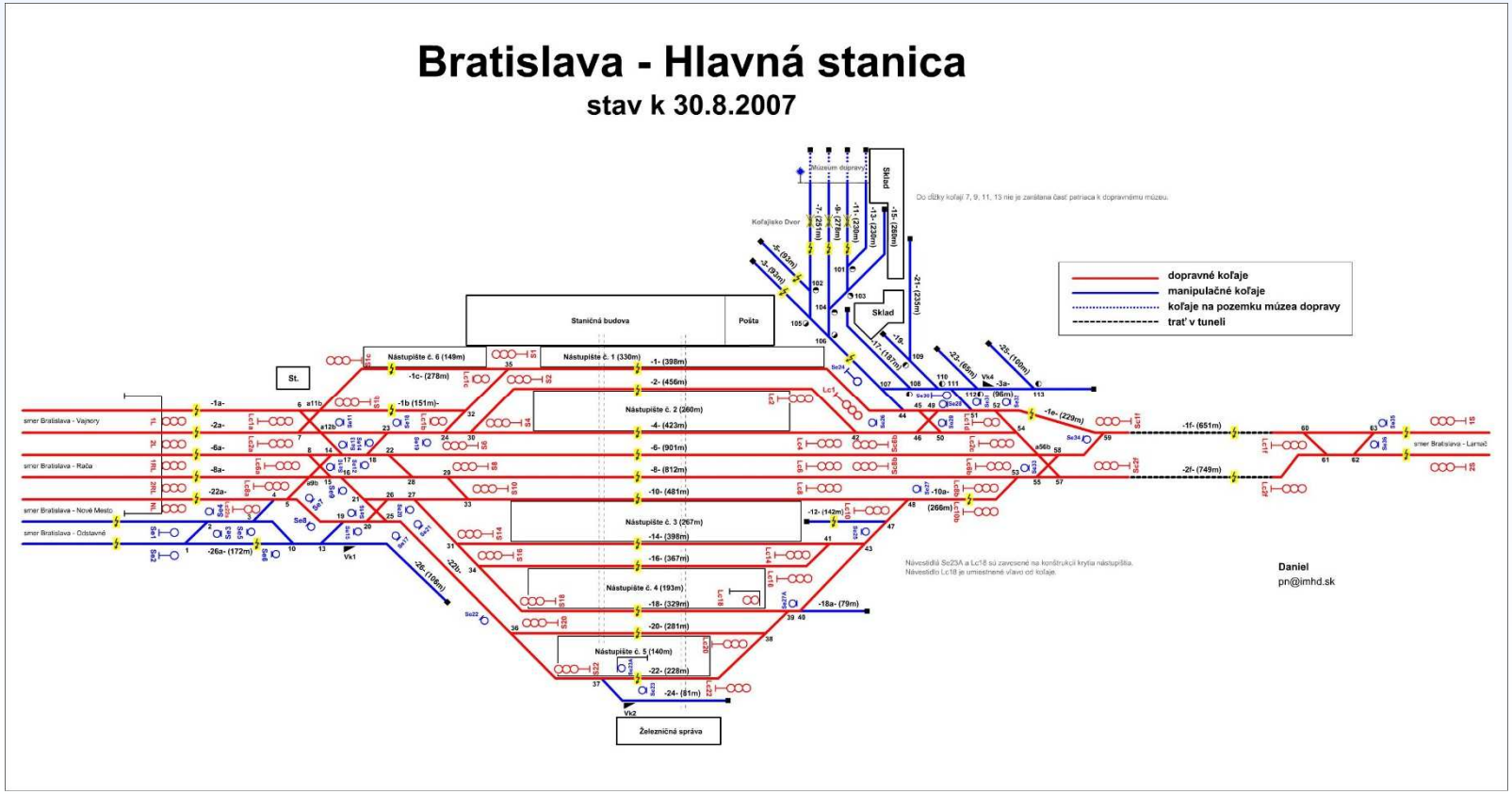
Typical capacity bottlenecks

HU – Budapest Danube Crossing



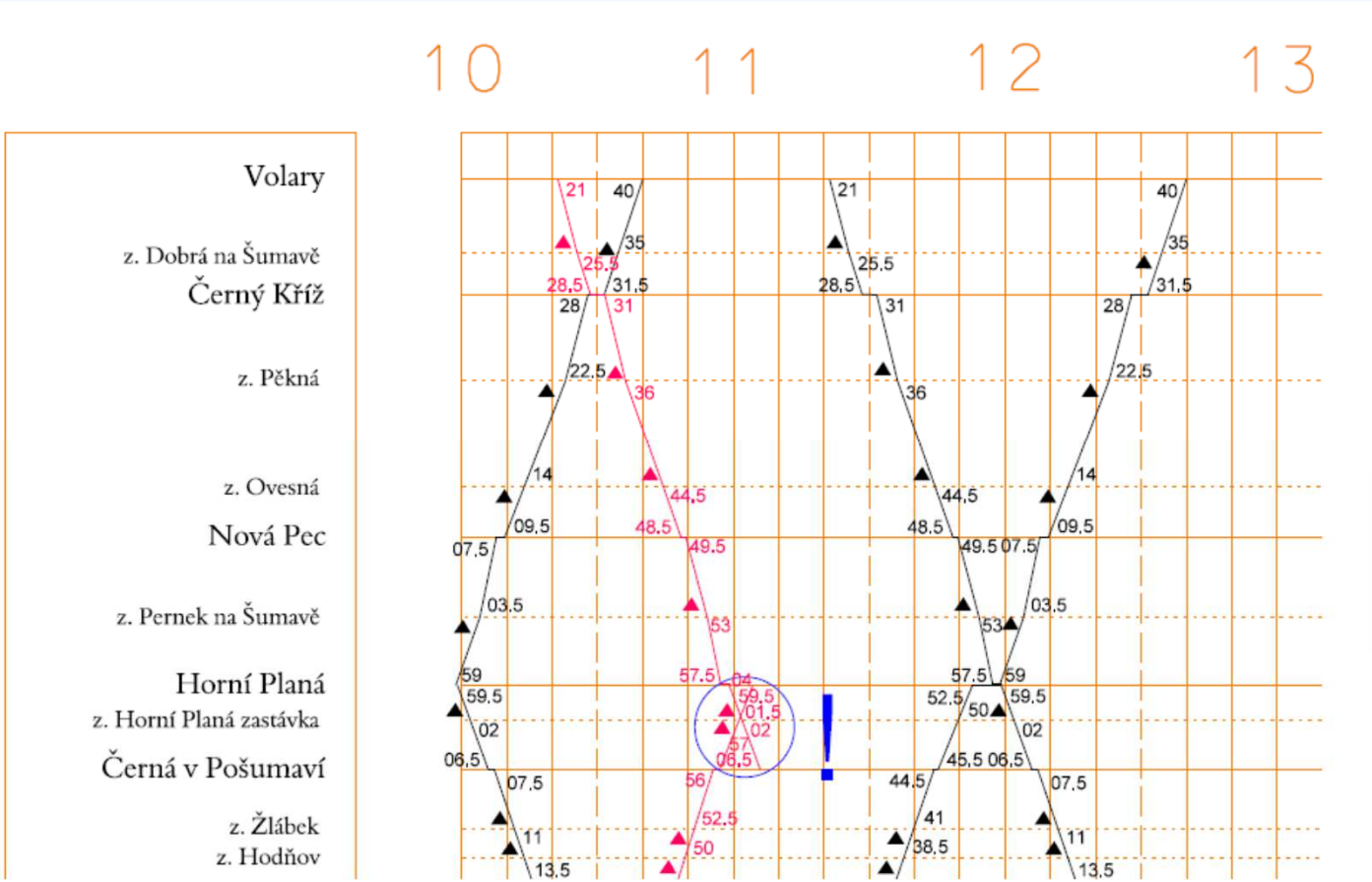
Typical capacity bottlenecks

SK – Bratislava Main Station



Typical capacity bottlenecks

CZ – Ceske Budejovice - Volary



Infrastructure capacities

Additional technical parameters to be considered:

- Infrastructure compatibility with rolling stock
- Peron height
- Passengers with reduced mobility
- Safety and train protection

Future investment priorities

Defining the investment priorities within the Transport Strategy development process

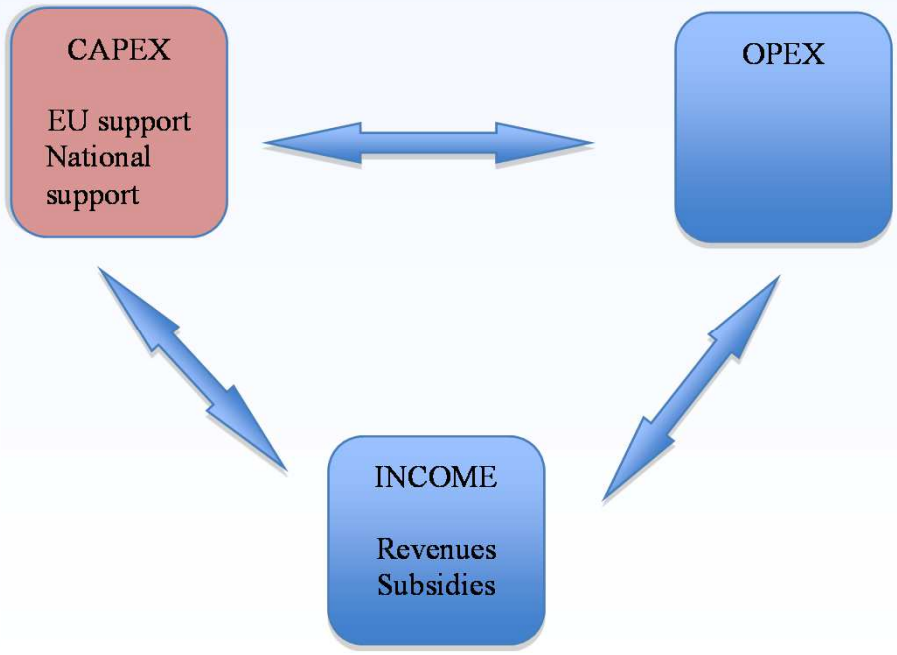
1. Information/Data collection and analysis
2. Situation analysis and hypothesis
3. Objectives
4. Development measures
5. Project definition and provisions for further implementation

+ Strategic Environmental Assessment (SEA)

Future investment priorities

Sustainability considerations

- Investment should target a sustainable transport system



Future investment priorities

Typical measures in the Transport Strategy

Organisational measures like:

- coordination of public passenger transport order
- legislative rules
- incentives

Operational measures like:

- integrated regular timetable
- elimination of parallel services
- decreasing the operating costs

Future investment priorities

Priority of measures

Ranking according to feasibility risk:

- To be implemented primarily
- Implementation can be supported after correct preparation
- Preparation can be supported
- Future possibility

Evaluation of social utility (BCR):

- Outstanding utility
- High utility
- Medium utility
- Low utility

Best practices

	Preparation can be supported	Implementation can be supported	To be implemented primarily
Outstanding utility	Liquidation of bottlenecks on railway TEN-T corridor Development of railway transit capacity of Budapest	Demand-based planning of public transport services Low cost development of railway services and feeding in the urban agglomeration traffic Traffic safety development of railway network	Implementation of management tools, with special regard to renovation of existing infrastructure Traffic safety interventions in big cities
High utility	Liquidation of bottlenecks on national railway network Railway development of suburban traffic of big cities Development of intermodal infrastructure Integrated development of rail-guided systems	Railway junction and station developments	Program for the replacement of railway passenger transport vehicles
Medium utility	TSI-based development of overall railway TEN-T elements Liquidation of bottlenecks on the regional railway network Modernization of main railway lines Development of passenger boarding points	TSI-based development of TEN-T railway trunk system elements Development of international railway traffic in high traffic relations	
Low utility	Significant development of low traffic railway lines	Release of bottlenecks of low traffic railway lines, development of services	
	Limited feasibility	Feasible	Safely feasible

Investment projects in the 2014-2020 financial period

SK – Focus on main corridor Zilina – Kosice

+ Bratislava node

+ Rolling stock

CZ – Completion of corridors III and IV

+ Brno – Prerov high speed connection,

+ Regional projects with EU relevance:

Praha – Kladno, Plzen – Domazlice

+ Station project

Investment projects in the 2014-2020 financial period

SI – Koper port connection

+ Corridor X

HR – Rijeka port connection

+ Corridor X

HU – Completing of modernisation on corridors

+ Multi location projects:

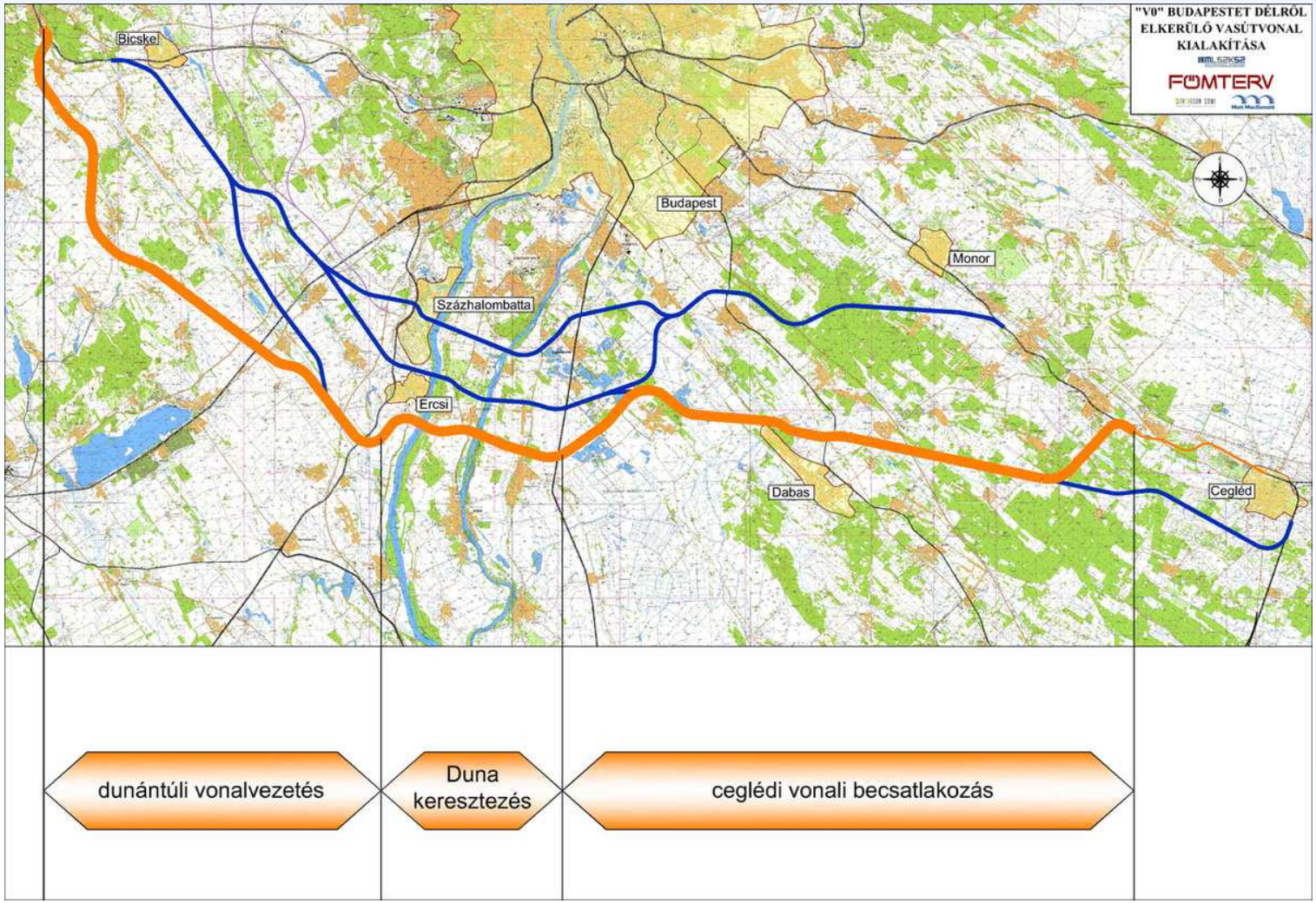
eliminating of bottlenecks

station rehabilitation

+ Budapest freight bypass (V0)

Investment projects in the 2014-2020 financial period

Budapest freight bypass (V0)



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