

German Association of Regional Passenger Rail Authorities Development of Rail Transport in Germany

BAG-SPNV

16 March 2013

German Association of Regional Passenger Rail Authorities (BAG-SPNV)

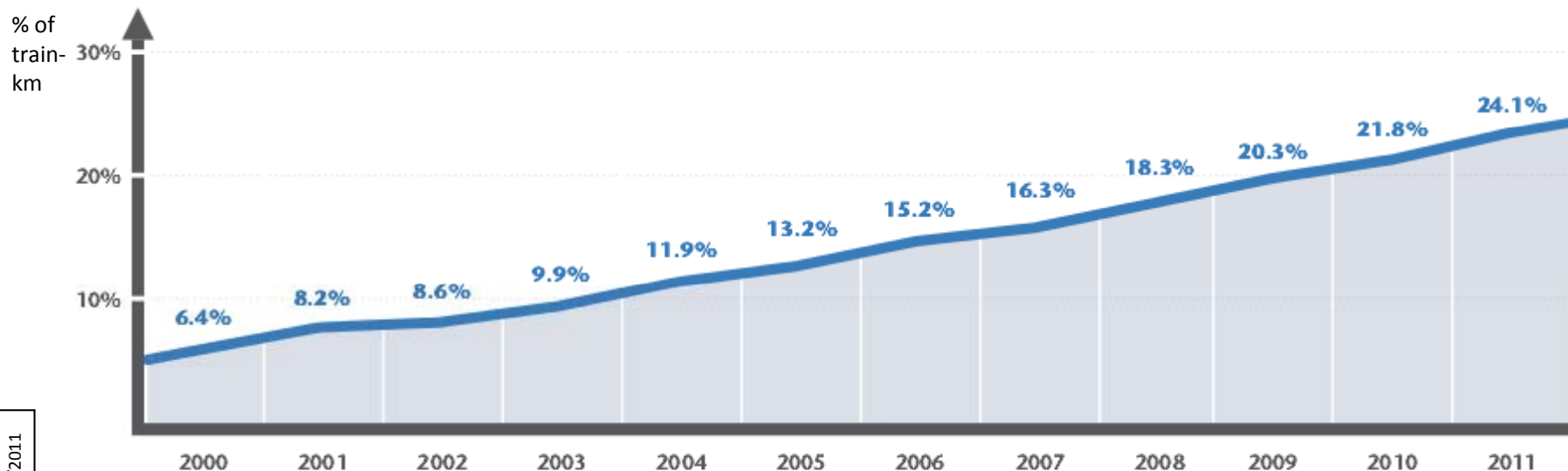
- 27 members
- responsible for regional Railway Services since 1996
- 7 bill. Euro of public funds
- 650 mio. train km per year
- 2.25 bill. passengers per year



Content of the presentation

- I. Development of regional rail transport in Germany
- II. Challenges today
- III. The European perspective

Development of regional rail transport in Germany



Competition

Development of train-km of non-DB undertakings

Development of regional rail transport in Germany



**Reduction of costs by up to 15 % on lines with
few passengers
Burgenlandbahn (Saxony-Anhalt)**

Development of regional rail transport in Germany



Reduction of costs by up to 23 % on suburban services
S-Bahn Stuttgart

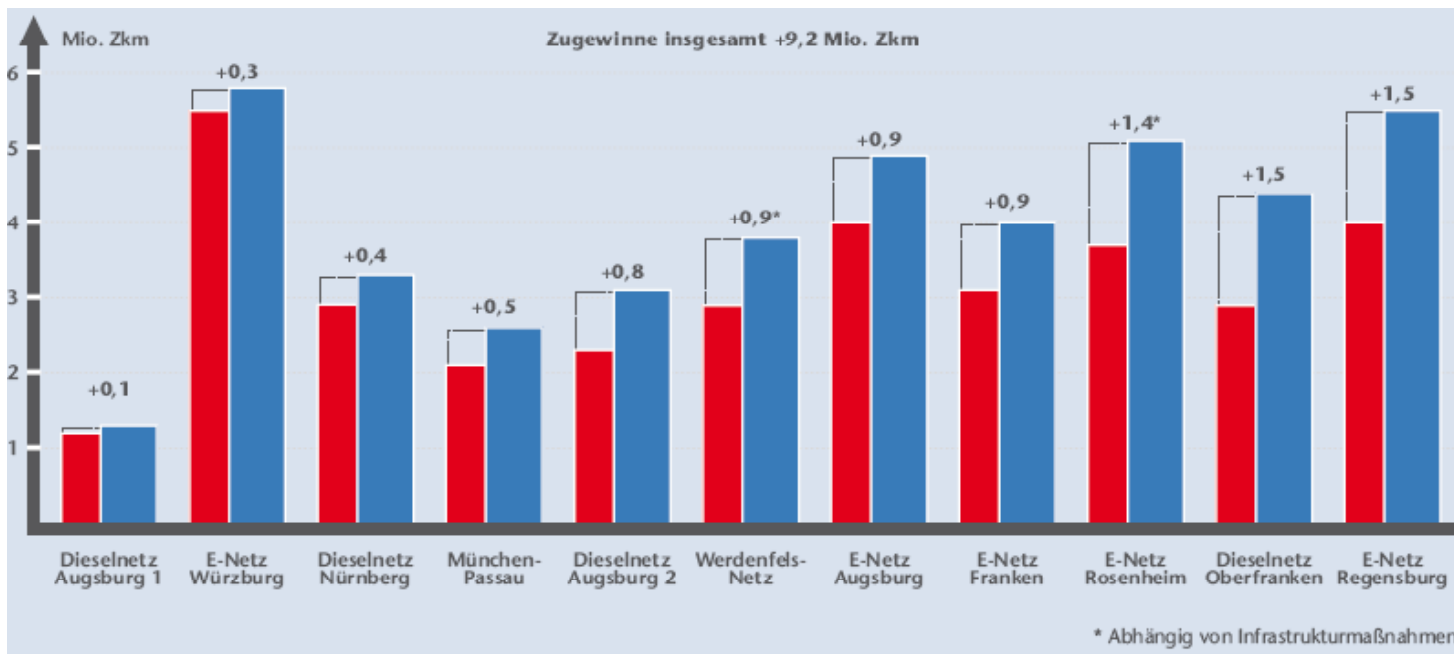
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BAGSPNV
schienen | personen | nah | verkehr

Development of regional rail transport in Germany



**Reduction of costs by up to 47 % on long
distance regional services
Metronom (Lower Saxony)**

Development of regional rail transport in Germany



Savings spent on additional services

Development of regional rail transport in Germany



A better quality of services
A conductor working for Mitteldeutsche
Regiobahn (Brbg)

Development of regional rail transport in Germany

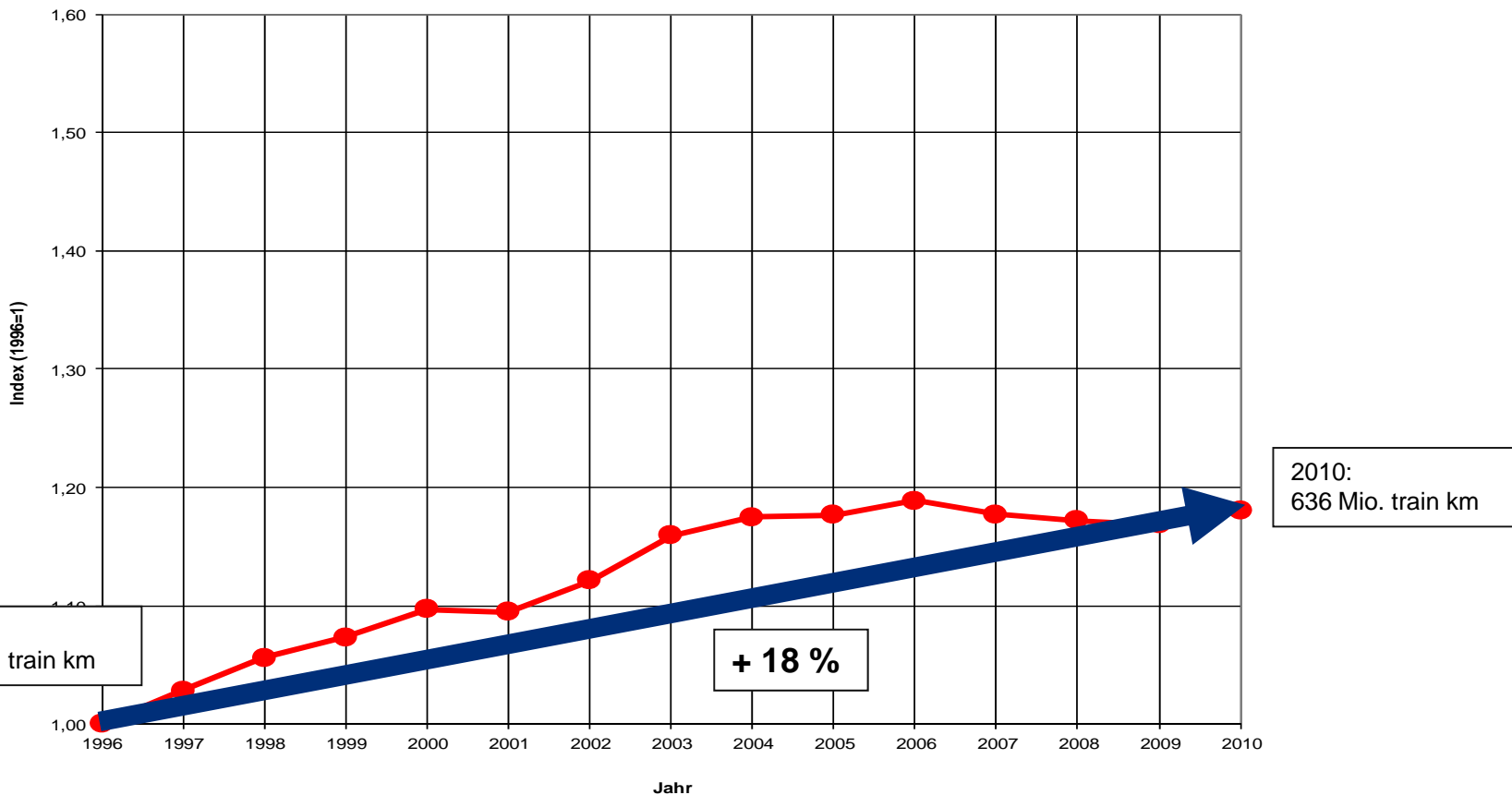


New ideas of the railway undertakings
The asparagus express (Northrhine-Westphalia)

Development of regional rail transport in Germany



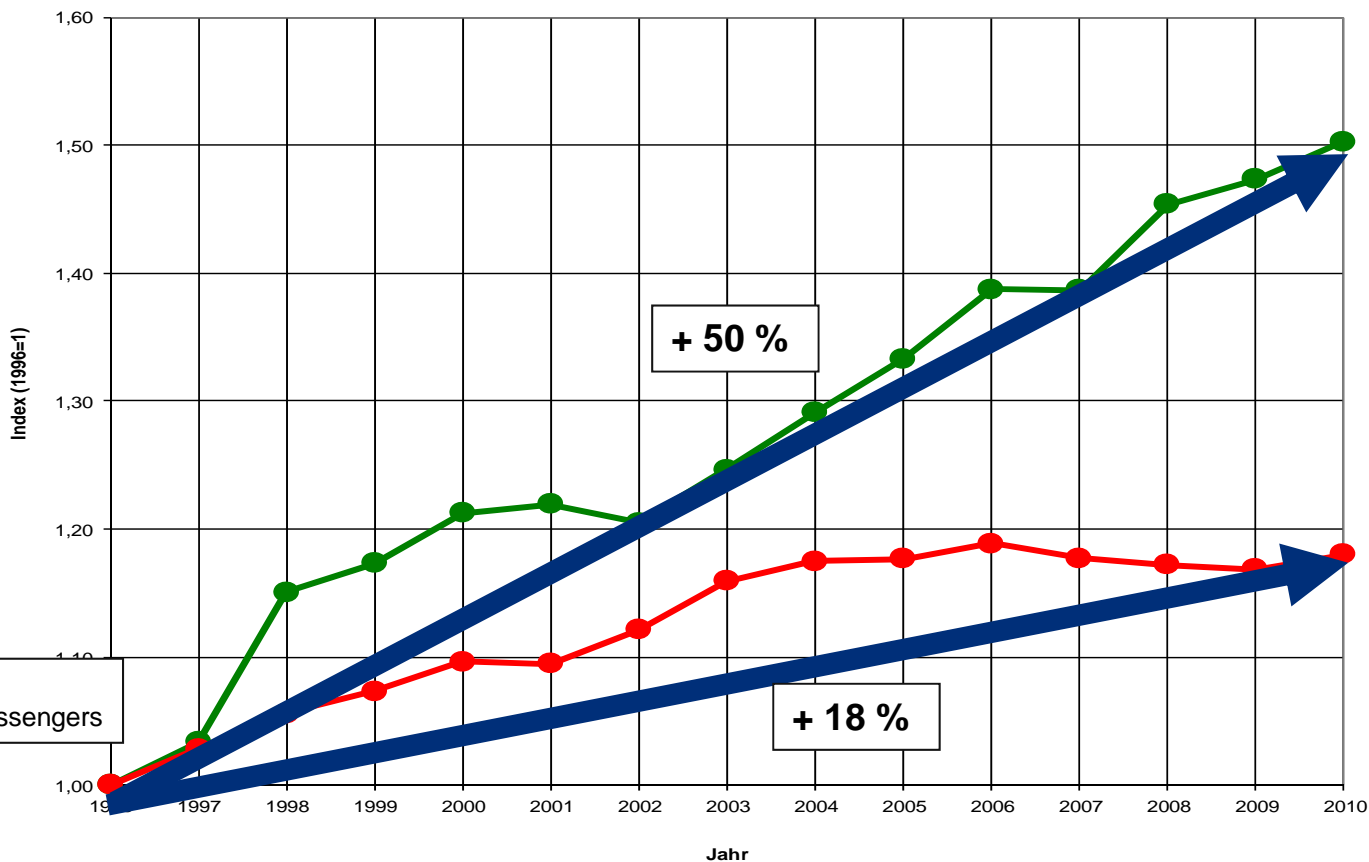
New ideas of the railway undertakings
Incumbent: RegioNetze - regional profit centers
(Erzgebirgsbahn)



18 % more trains
Development of the offer since 1996



2010:
2,25 bn passengers



1996:
1,53 bn passengers

+ 50 %

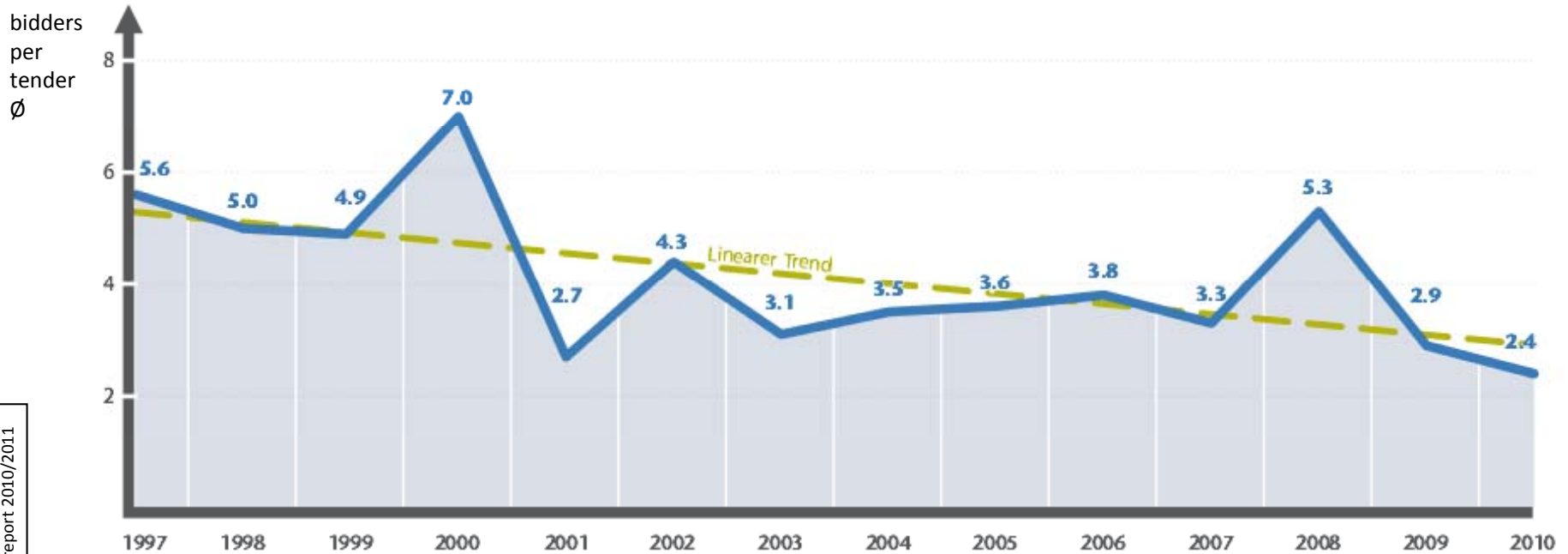
+ 18 %

50 % more passengers
Development of the passenger demand since 1996

II. Challenges and goals today

- Making sure the market works
- Getting infrastructure at a fair price
- Integrating long distance and regional rail transport in Germany
- Secure public funding

Making sure the market works



Number of bidders per tender declines

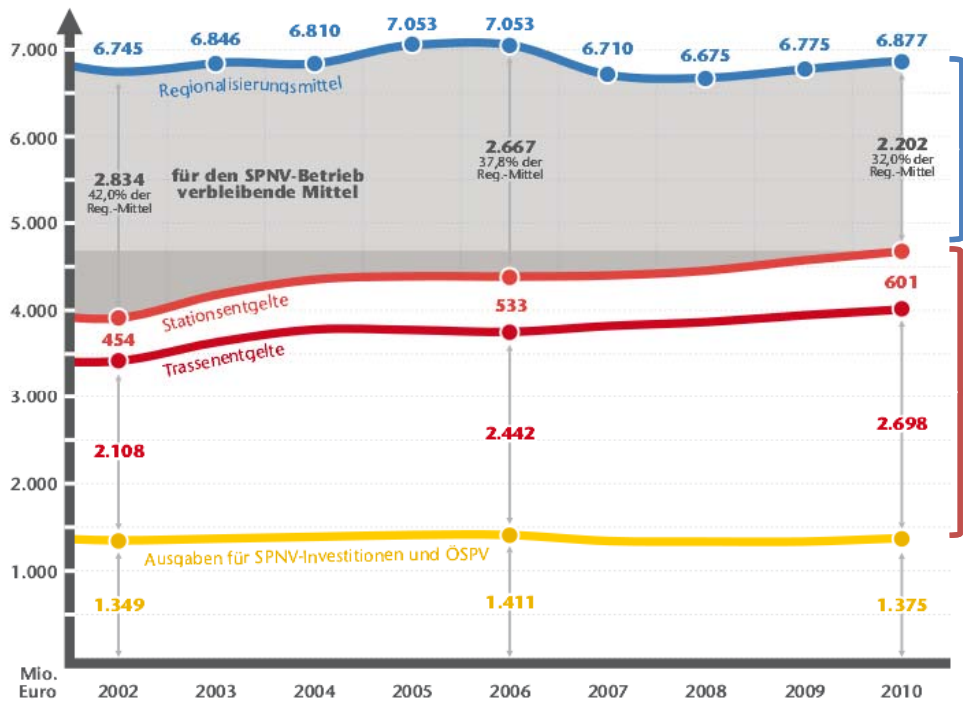
Making sure the market works



- Reduce entry barriers
 - Capital service guarantee
 - Guarantees for reemployment
 - Forming railcar pools
- Coordinate tenders

Reducing entry barriers
Coordinating Tenders

Getting infrastructure at a fair price



Funds for operation of rail transport decreasing

Infrastructure Today 47% of the spending Growth from 37% of spending in 2000

Proportion of spending on infrastructure increases

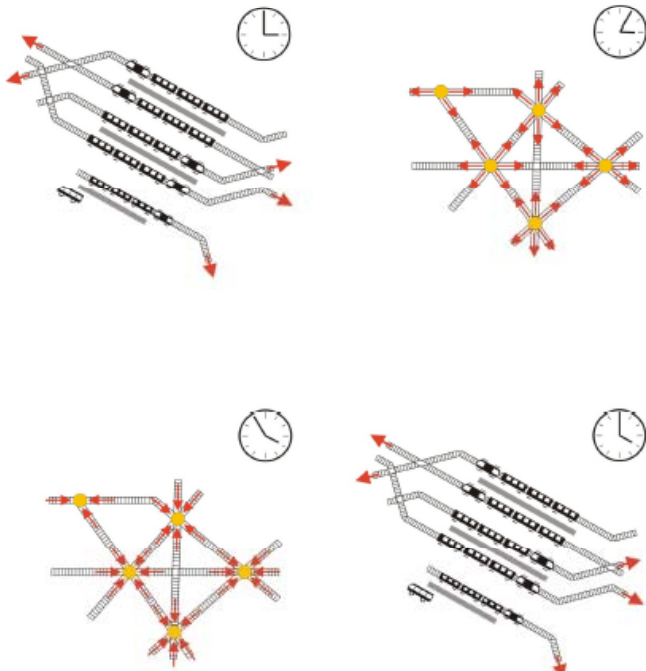
Getting infrastructure at a fair price



- Regionalise infrastructure
 - Increase influence of regional rail
 - Track access charges remain in the local net
 - Tendering of management decreases costs
- Unbundle infrastructure

Solution: regionalisation and unbundling

Integrating long distance and regional rail transport in Germany



- Experience of passenger rail authorities positive
- Integration of long distance and regional rail transport
- Better infrastructure planning

Developing a better offer

Secure public funding

- Negotiation of main sources of funding
- Quality needed to ensure guarantee funding

III The European Perspective

- Political positions
- Cooperating

Position of European Passenger Rail Authorities Fourth Railway Package



Positive

- Opening of domestic railway services to open access competition
- Abolishment of direct awards

**Regulated open access competition will
improve the system**

Position of European Passenger Rail Authorities Fourth Railway Package

Missed opportunities / Risks

No obligation for the unbundling of railway undertakings

Interoperability directive (2008/54) may cause disproportionate administrative, legal and technical burdens for regional railways that are functionally separate from the rest of the network.

**Unbundling is necessary to ensure
competition**

Cooperating



INTER-Regio-Rail

Cooperation of passenger rail authorities in Europe

- Joint implementation of pilot projects
- Discussion of European framework conditions

Improving the offer for passengers

Future cooperation of passenger rail authorities

Conference in Bologna, Italy – 14-15th May 2013

Discussions of projects for the improvement of regional rail transport



Discussion of the future of European cooperation

Discussion of joint Political aims



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Conclusion

Regionalisation and competition have improved regional rail transport in Germany!

We need to make sure that
the market keeps working!
prices for infrastructure are adequate!
long distance-, regional- and cargo-rail are planned in close
coordination!

We need to work together on the European level!

Join us in Bologna!

Conference on the future
cooperation of Passenger Rail
Authorities

14-15 May 2013

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Thank you!

Contact details:

✉ pries@bag-spnv.de

☎ +49 - 30 - 81 61 60 99-4