

Public transport politics in Sweden

- Track Authority separate 1988
 - Regional railways deregulated since 1993, private operators start winning, Kiruna night trains 1999
 - Mainline night traffic 2007
 - All railways open 2010
 - Competition ON the rails, not ABOUT the rails
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Competition between long distance bus (coaches) and rail actually successful

- More passengers travel bus+rail
- Prices reduced by competition
- Car users start going by bus
- Bus users change to train



This year new train operators on the most profitable rail lines

- SJ AB and Blå Tåget already
- MTR and Citytåg start in August
- Trafikverket tried to make room for the newcomers – by disregarding commuters – strong protests
- Trafikverket wrong socio-economic calculation



Trafikverket has neglected maintenance – and has not reported problems to the government

- Problems due to procurements
- Cheap tenders, but no real competence
- Many companies, lack of competence in outsourcing
- Some accidents due to that



Regional public transport by rail

- All regions have procured the regional train services
- Many of them won by other state companies: NSB, DB, Veolia, DSB
- DSB daughter companies all had to finish before expiring time – underbids!



The new law on Public Transport from 1 Jan 2012

- New regional Authorities (RKM) have the task to make the wished timetable, incl lines and frequencies. All is offered to any operator at their own risk.
 - If nobody is interested the RKM declares some lines (or all) under transport obligation, and a procurement starts
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Regional public transport mostly decided by the RKMs

- The companies that get the contract has to run even in holidays and evenings.
 - Still there is an opportunity for commercial companies to establish parallel bus lines with other fares.
 - Competition is important for the government – but so is reliability
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Next step - the law on Passengers' Rights in Local and Regional Transport

- Probably a government bill in May 2014.
 - „Garantees“ by the operators are singlesided, and give no passenger rights
 - Train operators and bus operators are against, but the right wing government is determined – elections in September
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Public Transport has ceased being of little political value

- The last five years public transport has grown to something very political
- The strong winters with much delays and some derailments pushed on
- Now all political parties talk about trains and new railway investments



Climate discussions on diminishing fossile driven vehicles

- Resenärsforum points out that public transport can save as much as new fuel (PT efficiency, capacity)
 - New fuel is a very slow process.
1. fuel and motors -2 building new fleet of vehicles -3 new distribution – 20-30 years
 - Public Transport can start within 6 months – new PT lanes etc
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