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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Reduction of costs by up to 47 % on long distance regional services
Metronom (Lower Saxony)
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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
50 % more passengers
Development of the passenger demand since 1996

2010:
2,25 bn passengers

1996:
1,53 bn passengers

+ 50 %

+ 18 %
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
Visit us on www.interregiorail.eu!

Thank you!

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