

Passenger rail authorities in Europe and their lobbying activities

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INTER-Regio-Rail final conference
15 May 2013, Bologna

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WHO are passenger rail authorities? (1)

196 public passenger rail authorities in all countries of Europe that are organising and financing rail services of common interest.

But these are not all the same.

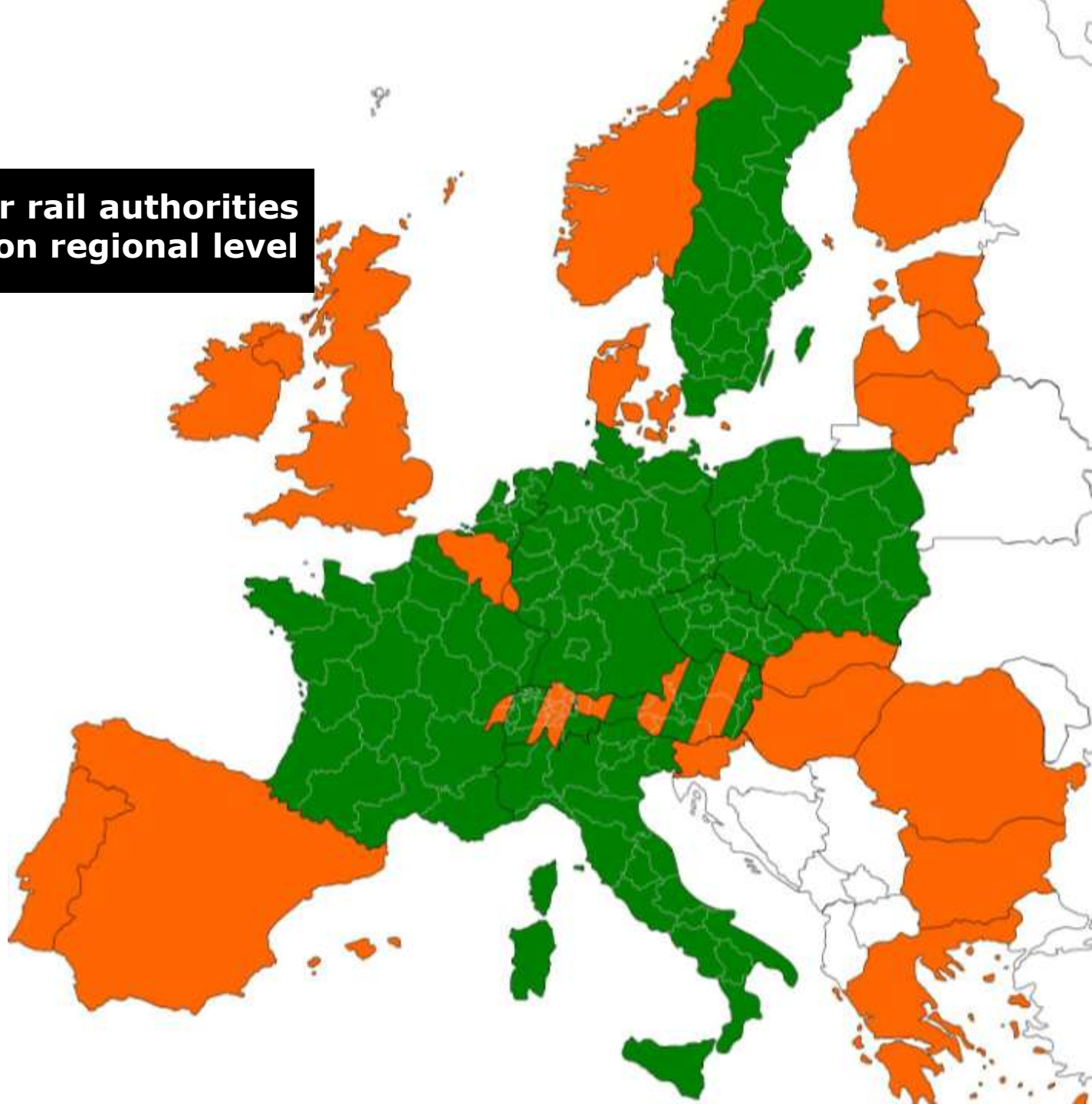
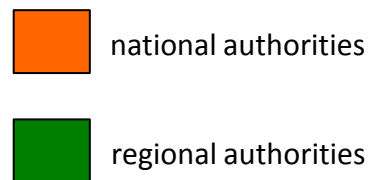


Passenger rail authority working on national level ...
Ministry of transport of the Slovak Republic



... and on regional level
Transport Association of Upper Lusatia - Lower Silesia

**Passenger rail authorities
on national and on regional level**





Old style services of common interest ...
Gulbenes-Aluksnes banitis (LV)



... and modern services
Tram-train Mulhouse (FR)



Fast services of common interest
München-Nürnberg-Express (DE)

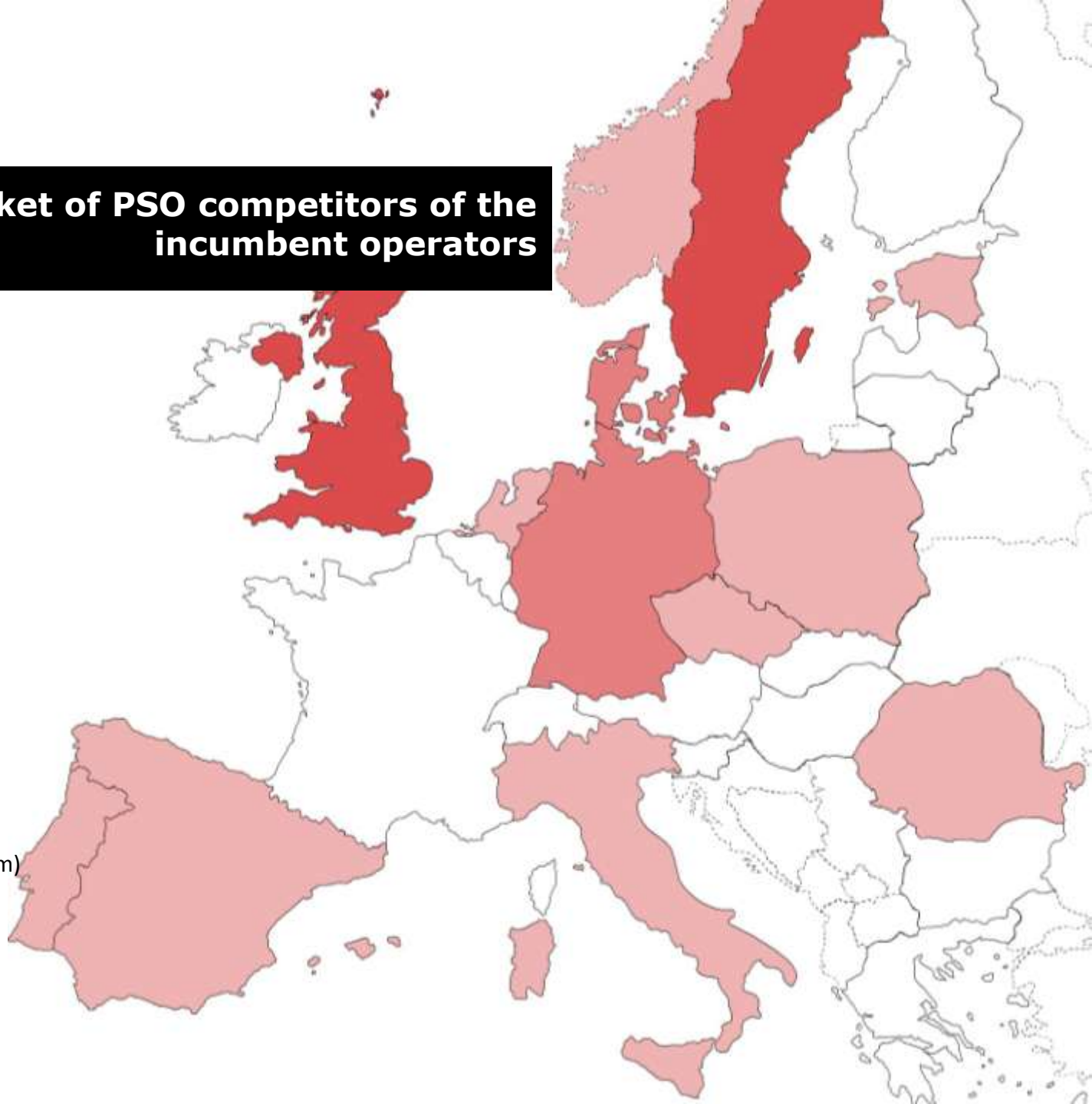
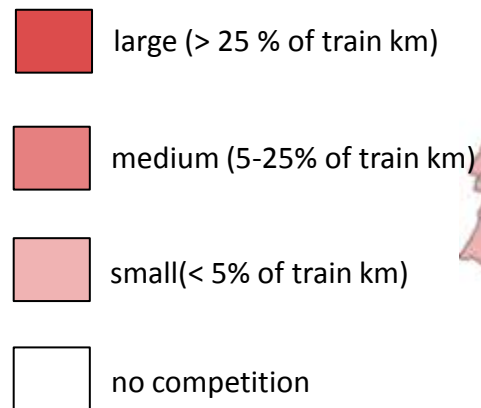


Passenger rail services of common interest in metropolitan areas ...
RER B in Paris Chatelet-Les Halles station (FR)



... and in the countryside
Nordwestbahn train in Varel-Jethausen (DE)

Share of the market of PSO competitors of the incumbent operators





Competition in regional rail transport in Germany
Bielefeld station in 2008



SYNDICAT CHEMINOTS
TOULOUSE

USAGERS, CHEMINOTS : TOUS ENSEMBLE
POUR UN SERVICE PUBLIC
QUALITÉ et de SÉCURITÉ

No competition in France

WHO are passenger rail authorities? (2)

Mission: We are organising and to financing passenger rail services of common interest that could not be operated without subsidies.

Challenge: We are making the most of scarce public money and are setting the framework conditions for the best possible rail transport for the passengers in their region.

Figures:

- 217.000 km of lines served by trains of common interest,
- 202 billion passenger kilometres
- 25 Mio tons of carbon dioxide annually saved compared to travelling by car.

WHAT is our approach to lobbying? (1)

Our mission is to improve the services for the passengers. Our authorities, neither the political boards, nor the managing level take benefit from a change of framework conditions! But the **public** and the **passengers** do!

Our experiences: **David against Goliath**. Many stakeholders in Brussels are dominated by the incumbent railway companies and take over the discussions. Those stakeholders who are closer to the passengers have less financial resources, are working less professionally and have less coordinated positions.

WHAT is our approach to lobbying? (2)

We are explaining to other stakeholders what our practical problems are.

We are helping the other stakeholders to take the point of view of the passengers into consideration.

HOW are we working?

Networking among Passenger rail authorities in Europe: Meeting the colleagues, organising study trips, conferences

Monitoring of the legislative processes in Brussels, Choice of topics that are relevant for passenger rail authorities:

White book on transport, Recast of 1st RP, TSI PRM, TAP TSI, 4th RP

Drafting and coordinating of joint positions among passenger rail authorities on national and European level

Personal contacts to other stakeholders (> CER, EIM, T&E, EPTO, UITP, UNIFE, EPF, EMTA) and with political decision-makers (EC+EP)

Participation in conferences, hearings, surveys

Findings from INTER-Regio-Rail

- > The exchange of experiences is fruitful for passenger rail authorities, yet difficult in practical terms (travelling, languages)
- > So far PRA do not represent their points of view in a sufficient way in Brussels. Our positions are well received and taken seriously by MEP and representatives of the EC.
- > Our network of contacts in Brussels is starting to work (we receive information and requests for meetings)

How the **FUTURE** might look like

Regional passenger rail authorities of Europe are working together with three aims:

- to create a forum for the **exchange of best practices** for organising passenger rail services in the various fields of work of for passenger rail authorities
- to provide **training** to the members of the network concerning requirements emerging from new European legislation
- to **coordinate the passenger rail authorities' views** on how present and future developments will impact on their activities,

The are cooperating with allied associations (passengers, railway industry, ecological movements, ...), wherever useful.

Thank you!

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