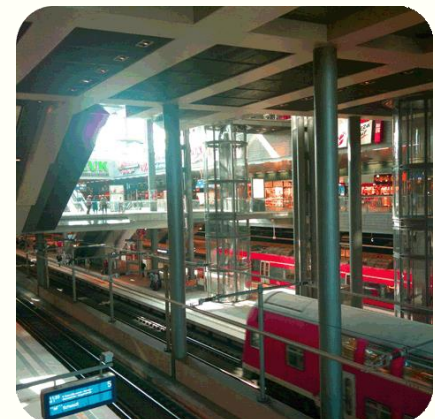


# Railhuc Newsletter

No. 03

*Dear reader,  
this is the third newsletter of the RAILHUC project, implemented by the CENTRAL EUROPE Programme and co-financed by the European Regional Development Fund. The focus of the project is increasing passenger rail flows in Central Europe. The topic of the third Newsletter is analysing the creation of Actor Groups to implement rail transport interventions. The first paragraph describes three different transport partnerships in Germany: Berlin Brandenburg (VBB); Upper Elbe (VVO); Stuttgart (VVS).*

*The second paragraph focuses on the Czech Republic: Brno (IDS JMK) is the case-study. You can find then an article about an interesting partnership among the City of Venice, Rete Ferroviaria Italiana Spa (the owner of the Italian rail network) and FS Sistemi Urbani srl, (a real-estate company controlled by the national railway company), to regenerate the Venezia-Mestre rail station.*



## Public transport partnerships in Germany

Germany is an interesting example for studying Public Transport Partnerships. Already in 1996 there was the Regionalization of the local Railway traffic and part of the German Railway reform. The 16 Federal states were responsible and financial resources were transferred from the Federal government.

At present public transport is often organized in form of Transport Associations. Transport Associations represent 90% of the German market for regional and local transport. Associations play an important role for coordinating and integrating in the field of regional and local transport, and they are: Associations of transport companies; Mixed associations; Associations of administrative bodies.

### VBB Verkehrsverbund Berlin-Brandenburg - Public Transport Management Authority



**Verkehrsverbund  
Berlin-Brandenburg**

The VBB Verkehrsverbund Berlin-Brandenburg is the public transport authority covering the federal states of Berlin and Brandenburg – the capital area of Germany. The VBB can trace back its roots as far as to the German Unification Contract in 1990. Feeling the necessity to reconnect Berlin to the surrounding Brandenburg and to create a

high-quality public transport were the reasons for introducing the VBB as a common public transport authority. The VBB deals with huge amounts of passengers, currently 3.47 million passengers a day.

The main tasks of VBB are the co-ordination of the services of around 40 public transport companies and their better connections, the introduction and development of a common fare system and the improvement and quality control of public transport services. Also the VBB assists the authorities in charge of public transport in planning, tendering and management of regional railway services.

The VBB stands for a customer-friendly integrated public transport service that handles the requirements of a metropolitan area like Berlin as well as it meets the interests of the rural communities in the countryside of Brandenburg.

Therefore the VBB is the co-ordinator, moderator and supplier of ideas for the executive bodies, public transportation operators and, ultimately, for the passengers in the region served by the association.

VBB is member of EMTA, European Metropolitan Transport Authorities and of UITP, International Association of Public Transport.

## VVO Verkehrsverbund Oberelbe - Transport Association Upper Elbe



Resulting from the shift of responsibility from the national to the federal level, the Verkehrsverbund Oberelbe (VVO) was created 1998 as one of the six transport associations in Saxony. It covers the city of Dresden and three other districts with a whole area of 4874 km<sup>2</sup> and is home to 1.2 million people. The VVO offers 330 Lines of public

transport which makes one third of all train traffic in Saxony with 204 million passengers a year.

The Association board is composed by administrative bodies which form the VVO that is in the end cooperating with transport companies or giving orders to railway companies. The VVO is aiming at the integration of all public transport in cooperation through offering: one timetable for all companies (13 in total); one ticket for all means of transport; one price for all tariff zones.

It is the duty and the result of the work of the VVO to increase the modal split in favour of public transport by offering, in cooperation with the transport companies, an attractive, modern and reliable public transport with and innovative developments, e.g. electronic ticketing, further distribution channels and passenger information.

## VVS Verkehrs und Tarifverbund Stuttgart - integrated transport and tariff system Stuttgart



Integrated System (IS): Reducing individual motorised trips through formation of an integrated public transport system (VVS), constituted of transport companies and public bodies involved in public transport with 50 % each.

The integrated transport system was formed in 1978. It covers an area of more than 3000 km<sup>2</sup> which includes the city of Stuttgart itself and the surrounding areas and administrative districts. The area is home to 2.4 million people with almost 1 million of them being employees. The private Companies involved in the VVS are the German Railway Corporation (DB AG), the Tram Company of Stuttgart (SSB) as well as Local Bus Companies as minor shareholders. The public bodies involved in the VVS are the Greater Stuttgart Region, various Counties as well as the City of Stuttgart itself and the State of Baden-Württemberg. Thanks to the coordination within the VVS, Joint conditions of carriage and marketing among all shareholders as well as the distribution of fare revenues among the individual transport modes are realized. The fare level after integration has decreased by 13 %. Timetable information is given for all means of transport and through different channels, such as internet, phone and print media. The size of the established fare zones depends on the area, the availability of timetable services and the topography.

The passenger volume has increased between 2001 and 2011 by 34 million to 336.2 million, which is an increase of 11 % over one decade.

## Public transport partnerships in the Czech Republic

In the Czech Republic there are not State or Regional directions to create public transport partnerships. This means that public transport partnerships are created on voluntary basis. IDS IMK in the Brno metropolitan area is a very interesting experience.

### IDS JMK Integrovaný dopravní systém Jihomoravského kraje - Integrated Public Transport System of the Southern Moravia Region



Brno is the metropolis of the South Moravian Region and its administrative centre. The Brno's catchment area where the regional public transport is operating covers more than 670 municipalities with more than 1,2 mil. residents. Since Brno is concurrently the second largest city in the Czech Republic, industrial and business

centre, headquarters of universities and home of international trade fairs, the interregional and international connections are also highly relevant.

All the existing transport modes in the South Moravian Region as well as in its capital city, Brno, are connected in the Integrated Public Transport System of the Southern Moravia Region (IDS JMK). Under the same conditions everyone can travel in local trains named S- or R-trains (25 lines), regional busses (194 lines), urban transport lines in Brno - trams (12 lines), trolleybuses (13 lines) and buses (48 lines) and urban transport buses in 8 smaller cities (31 lines). On all these lines, passengers use the same tickets and pay the same prices for the same journey.

The public sector of regional transport is characterised by liberalised market. Private companies compete in Bus service tenders. On the railway market, only the state-owned company runs its trains. Nevertheless it is foreseen to introduce rail service tenders since 2016. The railway constitutes the backbone network of public transport in the whole metropolitan area while bus lines are feeders of this network.

The accessibility of the region is also ensured by international trains which stop in Brno and Břeclav. These trains connect the South Moravian Region not only with the neighbouring countries - Slovakia (Bratislava), Austria (Vienna), Hungary (Budapest), Germany (Berlin) but also with capitals in the other Czech Regions (Praha, Pardubice / Jihlava, Ostrava). Although the international trains are subsidised as well as the interregional trains by the Ministry of Transport they are not all integrated into the IDS JMK.

Four public bodies are the most important at the strategic level. The Regional authority and the City of Brno have charged KORDIS JMK to manage the IDS JMK (Integrated public transport system). In

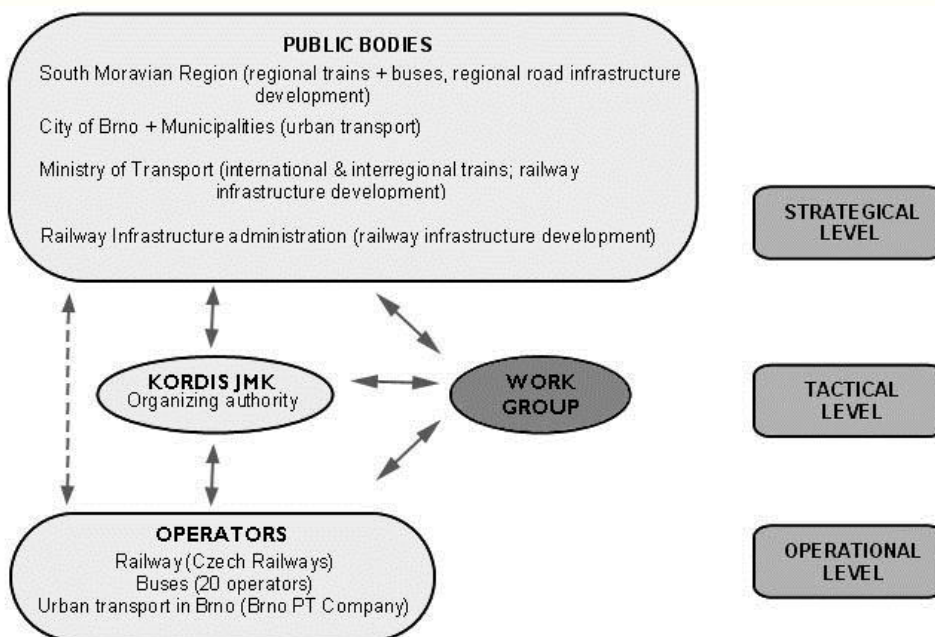
particular KORDIS coordinates timetables among rail and non-rail operators, prepares contracts with operators for the regional authority, oversees the quality of travelling, allocates revenues among operators, promotes public transport and consults on infrastructure development or tariff issues. The regional authority subsidises all regional trains and buses outside the City of Brno. Beside that Regional road network (including interchange terminals) is administered by the same body. In general, the Regional authority is the main decision maker on running of the IDS JMK.

The Ministry of Transport subsidises Interregional and International trains. That implies the need to harmonise the timetables of R-trains with these ones of S-trains. The trains of higher quality (EuroCity, InterCity) are not integrated into IDS JMK.

The Railway Infrastructure Administration (SŽDC; RIA) is in charge of providing operation, operability, modernization and development of the railway infrastructure. It also allocates path capacity. It is a state-owned body conducted by the Ministry.

Both the Ministry of Transport and the RIA plays the main part in the field of strategic planning. These stakeholders are involved into discussions about future High speed rail network in the Czech Republic.

All transport companies involved in the IDS JMK are also invited to take part in activities within the RAILHUC project. Nevertheless, their position on operational level implies that they can not affect decisions on strategic level. Since the infrastructure development is the main goal of RAILHUC project in the Brno's Hub (e. g. High speed lines infrastructure development, P&R facility development etc), no important changes in services provided by operators are foreseen. In any case, the operators have been informing on all relevant outputs and their comments are taken into consideration.



Three level model

## A partnership to regenerate a station

### The regeneration of the Venezia-Mestre rail station



Venice is an Italian municipality with a population of 268.000 inhabitants, and it is the capital city of the Province of Venice and of the Veneto Region. Mestre, which is part of the municipality, is the main centre on the land-town. In the land town there are 181.249 inhabitants, that is more of the 67% of the population of the whole municipality.

The Mestre railway station is a relevant regional inter-regional and international hub, with 450 daily trains. There are 26.000 daily passengers, great part of them

exchanging from a train to another. The station is also a bus-terminal of several regional and international lines and it will soon become also the interchange with the Favaro-Marghera tram-line. It is located at the centre of the land-town. It is close to the Port of Venice and to the third Italian airport (Marco Polo) and it is one of biggest Italian rail hubs.

Inside the territory of the municipality, in the future the station should perform a role of mainstay between the urban agglomerations of Mestre and Marghera (28.810 inh.). Marghera was planned in 1922 to create a residential area for the workers of the – at that time – developing Porto Marghera industrial pole.

Nevertheless, at present the Mestre rail station is inadequate due to the scarcity of connections with port and airport and also due to the fact that the SFMR–Frequent Metropolitan Train is not yet implemented. It is also inadequate at urban level because of the obsolescence of the greatest part of the station buildings and the scarcity of spaces for the delivery of the services/facilities.

The main access side of the station, the northern one, is characterized by a mixture of functions in scarce space. The vehicles circulate very close to the outdoor of the station and the pedestrian paths are interrupted in several points. The street-furniture is discontinuous; the green areas are nearly nonexistent. The pedestrian paths are few and discontinuous, the cycle-paths are partial or inexistent, the car-park areas – both short and long term – are scarce.

The southern access side of the station only consists in the exit of the rail-underground passage. Despite it is used by the 20% of the passengers arriving at the station, the entrance is scarcely structured. The exit is at a dead end street of Marghera (via Ulloa), there is not cycle accessibility



despite the fact that Marghera has a cycle-path network, it has a weak pedestrian accessibility, the car-parks are few stalls along the road. Furthermore, the southern access is not accessible by people with reduced mobility. The passage can also be used as simply pedestrian connection between Marghera (at south) and Mestre (at nord).

To solve the above listed problems, the City of Venice has activated, in cooperation with R.F.I.-Italian Rail Network (the owner of the Italian Rail Network) and with S.U.-Urban Systems (a real estate company owned by national railways), a procedure called "Agreement on a Programme". The agreement has been preceded in 2010 by an "Accord Protocol to strengthen the modal interchange systems and the urban requalification of the rail areas in Mestre". In this document the bodies involved enumerated the identified issues.

After that, R.F.I., S.U. and the City of Venice have called a competition named "European 12-The adaptable city, inserting urban rhythms- sub-theme: Territorial Networks" to help improving the design of the masterplan of the Mestre Rail Station. On the 28th June



2013 the deadline for submitting the projects expired and the results will be published on the press on the 13th December 2013. The winners are going to be chosen after a European comparative analysis on the pre-selected projects (that will take place at the "Forum of the cities and of the juries at Paris, November 2013") and the evaluation of an appointed jury.

The aim of the City of Venice, about the "European" design competition, is to collect a good number of qualified ideas to find a solution to the territorial and local problems mentioned above.

The City of Venice, once evaluated the results of the competition, will design, even by means of dedicated workshops, the new Masterplan for the Mestre rail station. The Masterplan will be a support even for the above mentioned "Agreement on a Programme".

## Railhuc events

Here follows a list of the most recent Railhuc events.

- On the 11th and 12th July 2013 took place the 5th Group Meeting in Vienna.
- On the 11th September 2013 took place the 6th Group Meeting in Brno. The following day, again in Brno, took place a Conference.
- On 6th and 7th November will take place a Workshop, dedicated to experts and stakeholders, plus the 7th Group Meeting in Vienna.

### RAILHUC PARTNERSHIP

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