

# **RAIL4SEE**

## **“You can’t always get what you want” -Transnational Rail Services and PSO**

**SCHIG (PP04)**

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## **(I can't get no) Satisfaction ?**

**How can (transnational) mobility needs of our population be satisfied by train services / public transport services?**

**... as derived from the Austrian status quo**



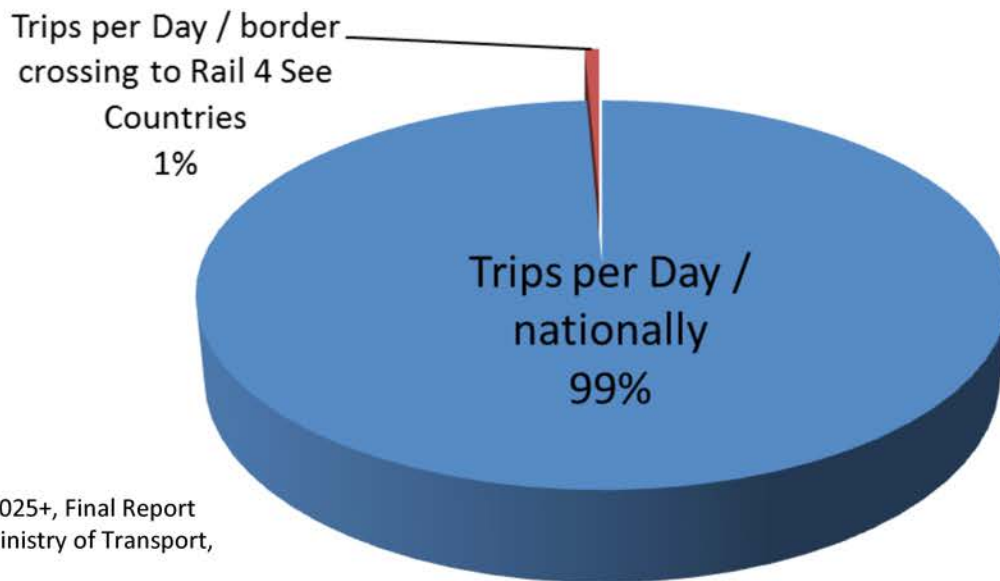


Demand

# Highway Star vs. Downtown Train

**Austria's 8 Million citizens...**

Trips per day / nationally	30.000.000
thereof public transport	5.000.000
<b>thereof railway</b>	<b>900.000</b>
Trips per day / border crossing to Rail 4 See Countries	200.000
<b>thereof railway (estimation)</b>	<b>20.000</b>



Source: Traffic Forecast Austria 2025+, Final Report Passenger Transport, Austrian Ministry of Transport, Vienna 2009; own estimations

**Funding**

**Ticket to ride**

	Services	Costs	Responsibility
Add. Services	n.n.	n.n.	var.
Shared Taxis, demand driven supply	n.n.	n.n.	Municipalities
Inner City PT Services	n.n.	n.n.	Municipalities
Bus Services (Provinces, PT Associations)	n.n.	500 Mio €	Provinces
Railway services financed by the Provinces	11 Mio TKm	100 Mio €	Provinces
Railway services commissioned by the Ministry of Transport	77 Mio TKm	660 Mio €	Ministry SCHIG

5 Million Trips / day nationally → Approx. 1,2 Billion Euro ++ p.a. for service provision

**No public funding for services outside Austria**

# Mystery Train

## Connections in the year [...] From Vienna to [...]

**1990**

Athens  
Belgrade  
Bratislava  
Bologna  
Bucharest  
Budapest  
Ljubljana  
Sarajevo  
Sofia  
Thessaloniki  
Venice  
Zagreb

**2013**

~~Athens~~  
~~Belgrade~~  
Bratislava  
~~Bologna~~  
~~Bucharest~~  
Budapest  
Ljubljana  
~~Sarajevo~~  
~~Sofia~~  
~~Thessaloniki~~  
~~Venice~~  
Zagreb



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**Why?**

Future

## Money (it's a guess)

- EU driven developments in the railway „market“, started by council directive 1991/440EWG
  - National funds for national services (see Austria's example)
  - International services hardly financially feasible for operators due to
    - Insufficient demand / insufficient revenues
    - No cross subsidies
  - Impementation of (PSO adjusted) Service Contracts for transnational services requires
    - Identification of concrete services (e.g. Thessaloniki – Sofia)
    - The Competent Authorities' willingness and **ability** to pay
- European funding for bordercrossing railway services ? („**Marco Polo Passenger Services**“)

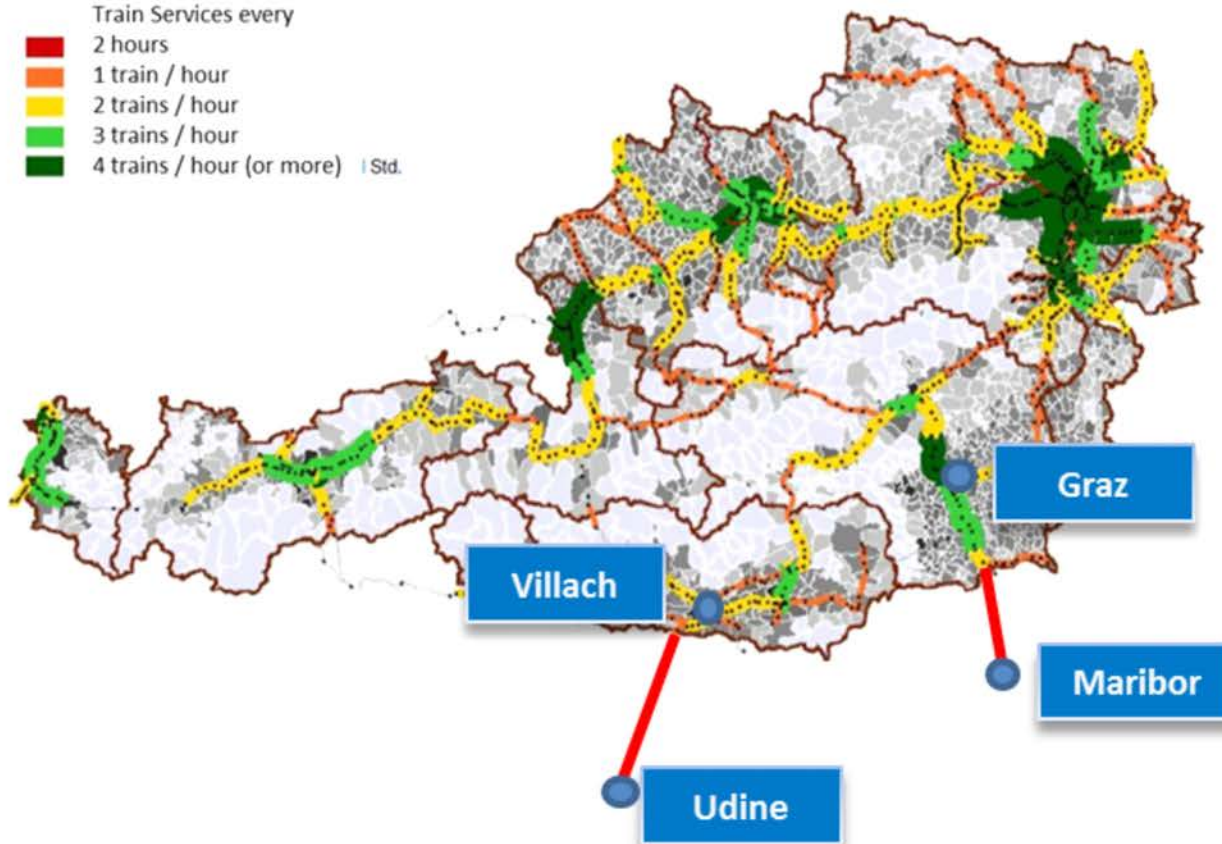




Future

# The Times They Are a-Changin'

- Train Services every
- 2 hours
  - 1 train / hour
  - 2 trains / hour
  - 3 trains / hour
  - 4 trains / hour (or more) | Std.





**The End**

**Thank you for your attention**

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**Future**

# The Times They Are a-Changin'

## PSO-process (implementation)



## PSO-tools (to be disseminated in R4S by SCHIG)

