



UNIWERSYTET GDAŃSKI  
Katedra Rynku Transportowego



# Between region and metropolity: Opportunities and threats for public transport in Tricity, Poland

Marcin Wolek Ph. D.  
University of Gdansk  
Department of Transportation Market

**BUSTRIP seminar, Bremen, 30-31.05.2007**

# Main information

Tricity, consisting of:

- Gdańsk, Gdynia, Sopot → ca. 750 thous. inhabitants;
- With smaller neighbouring cities → ca. 1 mio. inhabs;
- Tricity concentrates over 1/3 of region's total population on 2% of Pomeranian voivodship territory;
- GDP per capita of Tricity in 2003 in relation to:
  - Pomorskie voivodship – 142%;
  - Poland – 196%.

# Public transport system in Tricity: present situation

- Backbone of the system - Rapid Urban Railway connecting the central districts of Tricity,
- Ca. 38 mio. passengers yearly → ca. 15% of total number of passengers carried by rail in Poland
- Main advantages are directness, high average speed, high capacity and reliability,
- Rapid Urban Railway is public state owned with 12,38% share of regional selfgovernment (responsible for financing),
- Urban transport systems of Gdynia and Gdansk– full responsibility belongs to local authorities;

# Rapid Urban Railway

- One line,
- Very high concentration of operations,
- Frequency 7 mins.,
- Old rolling stock,
- Stations need refurbishing,
- A railway operator (different system of financing).



# Urban transport systems of Gdańsk and Gdynia

- Different stage of restructurisation process;
- Different stage of market openness;
- Different modes of transport:
  - Gdańsk: trams and buses,
  - Gdynia: trolleybuses and buses;
- Substantial improvements in rolling stock and infrastructure in both urban transport systems.

# **Wide range of adjustment activities needed to integrate different systems - Gdynia**

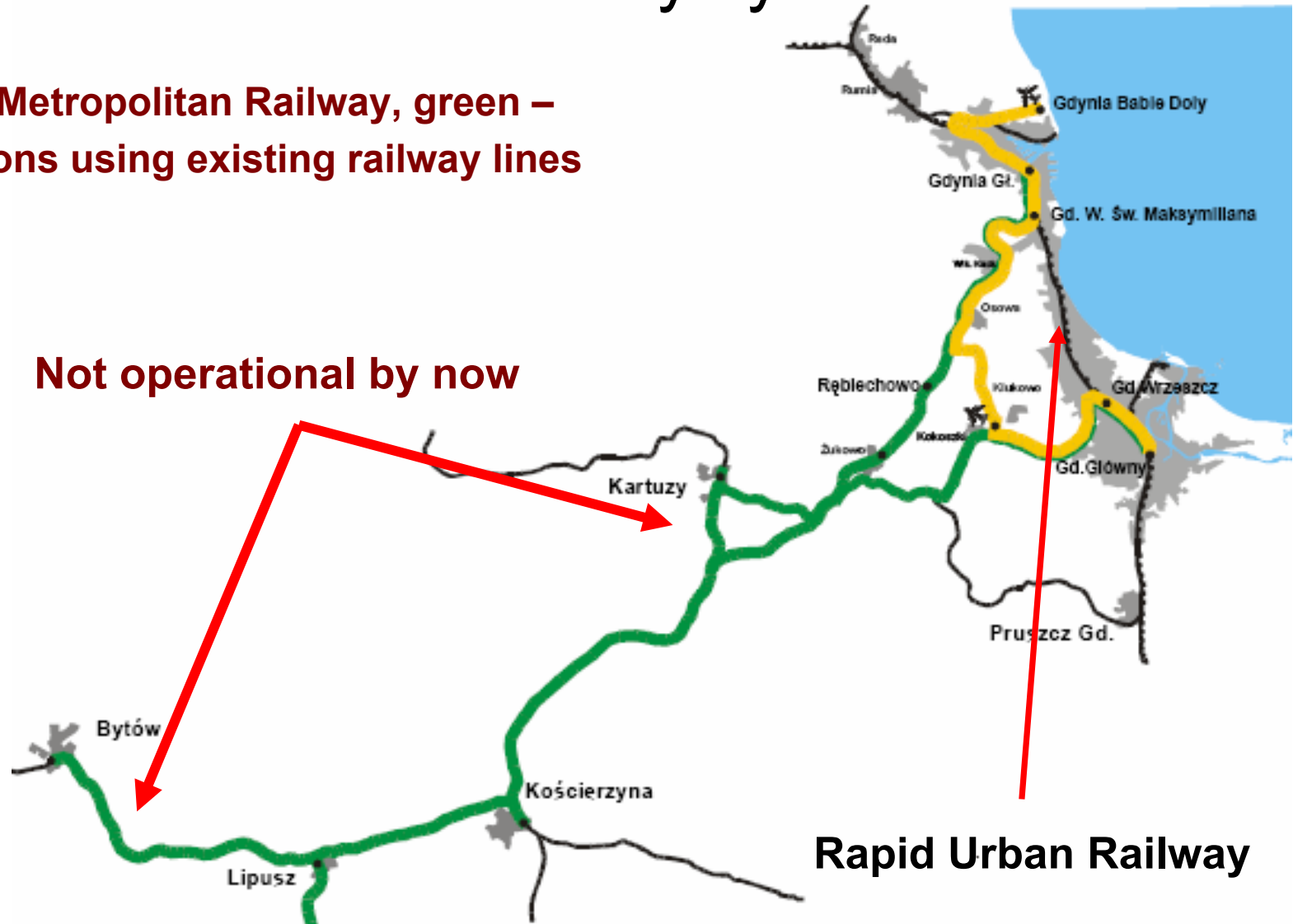
- Market with an opened supply side;
- Tender as main tool regulating access to the market
- Board of Transport Authority employs 9 operators of different ownership;
- Municipal companies still have high market share - up to 76% [in vehiclekm];
- The privatisation process of communal companies is desirable to strengthen competition on the local market;

# **Wide range of adjustment activities needed to integrate different systems - Gdańsk**

- Separation of organization and operations;
- Gdansk Public Transport Authority is an organizer;
- Main operator (who has guaranteed monopolistic position on the local market until 2008) is ZKM (Urban Transport Company);
- Actually there are no plans of further restructuring through separation of bus and tramway operations.

# Rebuilding the connection between regional and urban railway system

**Yellow – Metropolitan Railway, green – connections using existing railway lines**



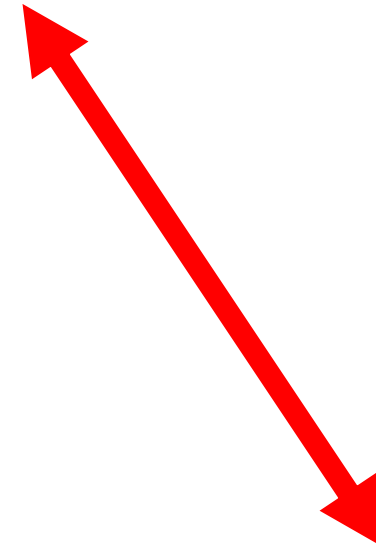
# Disintegration at a regional stage



Regional railway



Urban transport



Regional bus



- LEGAL BARRIER
- FINANCIAL BARRIER
- SOCIO-POLITICAL BARRIER



# Levels of dezintegration of public transport services

- Exploitation – lack of integration of time schedules (however situation is being improved),
- Tariff – different price policies resulting in different range of refundations and tariff systems (i.e. time section tariff in Gdansk, flat tariff in Gdynia),
- Financial - low financial ability of small communes (the result: abandonment of communal operators which were replaced by the private ones),

# **Legal barrier is a result of existing legal solutions**

- There is no legally defined organ of public administration that would be responsible for regional transport system;
- Local authorities have a privilege to establish prices for local public transport services;
- They can decide on range of reduction of tariffs on their territory;
- Some of the tariffs reductions are decided on national level.

# Legal barrier is a result of existing legal solutions

- Prices in passenger railway transport are set up by operators but they are obliged to respect reduced tariffs according to national legal acts;
- There exist five levels of reduced tariffs in passenger railway transport:  
100%, 95%, 78%, 49% and 37%,  
whereas in urban transport only two (most common):  
100% and 50%.

# **Full integration of public transport systems - propositions**

- Forming up of communal transport association,
- Forming up (on the level of association) board of transport for the agglomeration.
- The board should take over all of the management and administrative functions of existing boards of transport in Gdansk, Gdynia and Polish State Railways (owner of Rapid Urban Railway)

# Metropolitan Transport Association of Gdańsk Bay

The statute of the Association was accepted by 13 of cities and communes,

According to the statute the following functions should be separated:

- Creating transport policy,
- Management of urban transport,
- Transport operations,

**The Assembly of the MTA and its Board will be responsible for creating of transport policy**

# Metropolitan Transport Association of Gdansk Bay

Management of urban transport will be executed by MTA in two phases. The first one encompasses:

- Introduction, passing of tariffs and accounting for income from agglomeration tickets,
- Marketing research of local public transport,
- Programming the development of local public transport,
- Introduction of integrated method of gathering fares,
- Preparation of detailed project of final system with the schedule of its implementation;

# **Metropolitan Transport Association of Gdansk Bay**

After completion of the first phase, the following functions will be introduced:

- Passing tariffs,
- Ticket distribution and control,
- Promotion of services,
- Employment of operators,
- Traffic supervision, regulation and control,
- Maintenance of stops, depots and integration nodes,
- Definition of subsidy level for the Association;

# Metropolitan Transport Association of Gdańsk Bay

Transport operations should be realized by companies that **compete** for orders from the Board of MTA.

The companies would include:

- Bus operators (communal, private and public state owned),
- Trolleybus operator from Gdynia,
- Tramway operator from Gdansk,
- Rapid Urban Railway,
- Other railway operators (rather after 2010).

# Prospects for the system

- Integration through association;
- Recovery of regional railway market;
- EU money supporting modernisation of infrastructure and rolling stock;
- 2010 – deregulation of rail passenger market in EU;
- Strong pressure on clean technologies in public transport;
- Eco-education.

# Threats

- Exploding motorisation;
- Unwillingness to implement „stick” instead of „carrot” instruments of transport policy;
- Lack of regional transport strategy (it is being prepared now);