

Second email newsletter of INTER-Regio-Rail

Date: 15 November 2011

Dear Sir/Madam,

In the past few weeks the German Association of Passenger Rail Authorities (Bundesarbeitsgemeinschaft Schienenpersonennahverkehr, BAG-SPNV) has been involved in a number of activities related to cooperation between European passenger rail authorities. I warmly invite you to read about those activities in this newsletter.

As always we would appreciate your feedback, especially concerning the ten key positions on European passenger rail politics that we have started to discuss with some of you - see below. We hope they can be a starting point for us in developing joint positions to be discussed with political decision-makers in Brussels.

Yours faithfully,
Susanne Henckel

General Manager, German Association of Passenger Rail Authorities

Partners of INTER-Regio-Rail visit public transport system in Liberec region

On the occasion of the third partners' meeting of INTER-Regio-Rail, a field visit took place on 19 October 2011 in the region of Liberec. Organised by KORID LK, regional coordinator of the integrated public transport system, it gave participants the chance to learn about regional transport and the efforts of different stakeholders to improve services and infrastructure in the region.

The trip included visits of the tram depot in Liberec, Liberec main station, the train station and bus terminal of Turnov and the bus terminal and new "Centrum" stop in Jablonec nad Nisou. At each stop participants got to meet and talk to local and regional stakeholders of the projects. Read the full report of the field visit: <http://www.interregiorail.eu/download.php?file=135dextVvJUKb.pdf&name=2011-11-15+IRR+-+Summary+Field+Trip+Liberec.pdf>.

BAG-SPNV and GART preparing joint conference

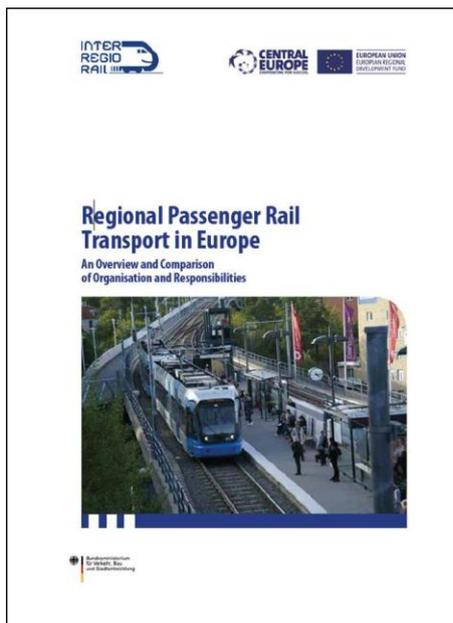
On 13 October we attended the annual Rencontres Nationales du Transport Public (French National public transport meeting) in Strasbourg. Our president Mr Bernhard Wewers was invited to discuss future cooperation between passenger rail authorities in Europe with his colleagues in the French passenger rail authorities during a round table discussion on 13 October. An audience of around 200 experts in public transport followed the discussions. One of the key messages was that the EU already accounted for 80 % of new legislation concerning rail transport and it was therefore time for passenger

rail authorities to cooperate with each other.



As a result of the discussions we agreed with GART (Groupement des Autorités Responsables de Transport, the French Association of Passenger Transport Authorities) to share our experience in organising and financing regional rail transport on a regular basis. In concrete terms we are now preparing a joint conference for European passenger rail authorities, due to take place next spring. We will keep you informed!

Publication of a compendium on the organisation of passenger rail transport in Europe



During the Rencontres Nationales du Transport Public we published our comparative study on the organisation of regional passenger rail transport in Europe. It contains a fact sheet for each of the 25 EU countries that operate passenger railways plus Switzerland and Norway. The aim of this compendium is twofold:

- * On the one hand we give an overview on how passenger rail transport and its different components - infrastructure, rolling stock, tariffs and ticket distribution and the award of service contracts - are organised. We also provide the contact details of the 186 passenger rail authorities in Europe and thus pave the way towards easier communication between experts in passenger rail transport from each country.
- * On the other hand, through collecting and checking data from each country we have been able to develop personal contact with most of the passenger rail authorities.

A PDF version of the handbook is available in reduced (2.4 MB) and high quality (24.5 MB) on the INTER-Regio-Rail website: www.interregiorail.eu.

We are fully aware that a great deal of information is still missing and the structure of the railways in many European countries is still changing. We therefore intend to update this compendium when appropriate. If you have any proposals for amendments please do not hesitate to contact us: INTER-Regio-Rail@bag-spnv.de.

BAG-SPNV contributes to discussion on tendering railway services

On 20 September BAG-SPNV was invited by the Public Services Intergroup of the European Parliament to contribute to a round table discussion on assessing competition in the transport sector. The topic gave rise to a heated debate among participants from widely different sectors:

Eduardo Chagas from the European Transport Workers' Federation naturally voiced his concerns that competition would have negative effects on the working conditions of staff. Jan Moellmann, representing the European Passenger Transport Operators (EPTO) defended the contrasting point of view of non-incumbent railway undertakings, underlining the positive aspects of competition such as decreased subsidies and improved service quality.

BAG-SPNV gave a clear picture of the German Passenger Rail Authorities' experience in calls for tender in regional rail transport over the past years: there are undoubted benefits for the authorities and the passengers, yet the framework conditions for competition are unfair and still favour the incumbent operator. Even though our main task is to organise user-friendly rail transport, we do take workers' concerns into consideration.

The audience consisted of around 150 people, among these a number of members of the European Parliament. According to feedback our position was well received.

BAG-SPNV position on recast of First Railway Package submitted to European Parliament TRAN Committee

On 11 October the Transport and Tourism Committee of the European Parliament voted on the proposed recast of the First Railway Package.

In view of the importance of this recast, which will shape passenger rail transport in the years to come in all Member States of the EU, we sent our updated position to the members of the TRAN Committee on 7 October (see annex 1).

Some of the compromise amendments to Debora Serracchiani's report, which we support, have been adopted and are likely to be voted on in the European Parliament today; for others we are currently developing further lobbying activities.

Key positions of European passenger rail authorities: what are your opinions?

One of the main goals of INTER-Regio-Rail is to build a network of European passenger rail authorities. We have developed a list of ten key positions on rail transport issues that we believe could express positions shared by all partners.

We would like to discuss these positions with you to get a better idea of your opinion on the framework conditions of rail transport. We are especially keen to know which of the points of view you share and which ones you reject. In case of the latter it would be helpful if you could give us further comments.

You will find the ten basic positions in annex 2.

We are well aware of the potential difficulties that arise in trying to coordinate such positions. Nevertheless we would like you to discuss them with us. So please take your time to think about the positions and their importance, discuss them with your colleagues and supervisors and get back to us.

INTER-Regio-Rail study helps transport authorities award cross-border service contract

ZVON is the transport federation in the region of Upper-Lusatia and Lower Silesia. ZVON is in charge of organising public transport, especially regional rail transport, in the region. As the region borders Poland and the Czech Republic, maintaining and improving regional cross-border rail connections are an important issue for ZVON. In this context, one of the key questions for the ZVON and many other European passenger rail authorities involved in cross-border connections is how best to award cross-border service contracts to railway undertakings.

To answer this question ZVON had commissioned a study by INTER-Regio-Rail that was presented to regional politicians and further experts on 24 October in Goerlitz. The first connection to benefit from the results of the study will be the RE 100, a regional express train connecting Dresden (DE) to Wroclaw (PL) that will be tendered in 2012. A presentation summarising the key contents of the study can be downloaded here: <http://tiny.cc/xpjjoy>.

Best practice examples for improving regional rail transport: support service for rail and bus

To improve the quality of services for the elderly and impaired the Verkehrsverbund Berlin Brandenburg (VBB, Transport Association of Berlin-Brandenburg) has launched a special support service. People who feel unsafe when using the public transport system can call the support service to receive assistance free of charge. The service is currently available to everyone and is used by people with reduced mobility, visual impairments, psychological disorders or hearing impairments.

Bookings can be made between 9am and 4pm. It is also possible to book online. The service is available from 6am to 10pm.

The people providing the service have received specialised training for their job in courses that teach them about their respective target groups. In total around 100 formerly unemployed persons are working in this service. Their employment costs are borne by "Jobcenter Berlin" (the regional office of the body for unemployed people in Germany) that supports the integration of people with long-term unemployment into the labour market. The service is therefore beneficial both for people with disabilities and for the people providing the service, who often have a long history of unemployment and social problems.



Do you have further questions about our work, or do you no longer wish to receive this newsletter?
Please contact INTER-Regio-Rail@bag-spnv.de