

MO-Conclusions from the workshop

Main problems and challenges are:

- Reaction on changes in EU –regulation
- Financial and organisational vacuum due to changes in the responsibility from the state to regional/local authorities
- Unstable or unclear regulatory setting
- Frequent political interference
- Unclear division of tasks, responsibilities and risks between authorities and PT operators
- setting-up of sound and stable legal framework conditions
- setting up of sound urban/regional organisational model
- the implementation of Public Service Contracts that clearly define the actors rights and obligations, with fair allocation of opportunities and risks for operators and authorities

The new EU-Regulation will solve some of these problems. In particular it obliges authorities and operators to establish clear contractual relationships. National legislations have to be adapted in order to be in line with the EU-regulation (transition period of 2 years for contractual aspects, 10 years for awarding procedures). The new EU-regulation will therefore lead to

- Growing market transparency relating to public service obligations and compensation
- High flexibility and freedom for national and local authorities (e.g. social and quality standards, tendering or direct awarding, organization)
- Prevention of undercompensation and overcompensation
- Higher quality and efficiency of PT Services
- Not necessarily more competition (which is rather triggered by lack of funds)
- Market limitation for internal operators

Consequently, many CEEC plan changes in their legal frameworks, mainly on the national level. Regulations should assure that competencies are in line with responsibilities at the different administrative levels. Regulations are needed to set the framework and to support integration (compensation, ev. tendering, financial responsibilities, funding) on all three levels (local, regional, national). However, too much regulation could be a barrier for creativity and freedom of initiative of PTO's. It is up to the authorities to decide on the level of freedom of the operators (confidence level). Besides regulation, a policy to increase the share of PT is essential (to reach more sustainable transport).

Many different organizational models are used. Crucial for success is the split of responsibilities taking into account the different task levels (strategic, tactical, operational). There is a trend towards 2 and 3-step models with separation of authority (buyer) and PTO (operator). The optimal model depends on the local circumstances. Organizational models that support integration include:

- Transportation associations (e.g. VVO, KORDIS, ZVV, Samtrafiken) and tariff associations
- Cooperation agreements (e.g. timetable)
- Coordination committee or working groups (KORDIS), sometimes in addition to transportation association

In summary, the following main conclusions can be drawn:

- Setting-up of stable legal framework conditions and suitable organisational model is important

- The new EU regulation is a step forward to reach harmonised conditions in public transport thereby leaving the freedom for the organisational solution and for tendering or direct awarding
- Contracts are no less important than the regulation to provide high quality and efficient PT
- Clear roles, tasks and responsibilities with a fair allocation of opportunities and risks are crucial
- Incentives to increase quality and efficiency (not only penalties) are needed
- Organisation models should support integration and guarantee a certain level of freedom to the PTO
- Strong PT transport policy is essential (organisation, funding, ...)