

INTEGRATED PUBLIC TRANSPORT SYSTEM OF THE SOUTH MORAVIAN REGION



ORGANIZATIONAL MODEL FOR REGIONAL / LOCAL TRANSPORT

Kvetoslav Havlik, Czech Association of Public Transport Authorities

Organization Model for the PT in the Czech Republic

TRANSPORT TYPE		LICENCING	FARE	FINANCING
INTERNATIONAL TRAINS AND BUSES	MINISTRY OF TRANSPORT	YES	NO	NO
NATIONAL, LOCAL AND INTERREGIONAL TRAINS		YES	YES	YES
LOCAL AND INTERREGIONAL TRAINS	14 REGIONS	NO	YES	YES
INTERREGIONAL BUSES		YES	NO (GENERALLY)	NO (GENERALLY)
REGIONAL BUSES		YES	YES	YES
LOCAL TRANSPORT (TRAMS, BUSES, TROLLEYBUSES)	MUNICIPALITIES	YES	YES	YES

Responsibility for the PT in the Czech Republic

RESPONDIBILITY FOR:

licensing, co-financing, tendering,
(maximum) fare setting and timetable setting

**MINISTRY
OF TRANSPORT**

NATIONAL TRAINS

14 REGIONS

INTER- AND REGIONAL TRAINS

REGIONAL BUSES

MUNICIPALITIES

LOCAL TRANSPORT

Basic data on IDS JMK

PRESENT

Population of the served area	762 553
Area	3260 sqkm
Number of municipalities	367

YEAR 2010

Population of the served area	1 130 000
Area	7195 sqkm
Number of municipalities	672

312

Veverská Bítýška - Chudčice - Moravské Knínice - Kuřim

  5 4317 4317,  www.idsjmk.cz

Contracting in IDS JMK

Convention - declaration on integration

two sided contract between region and municipalities, coordinator, operators

Contract on co-financing

two sided contract between region and municipalities except Brno

Net cost contract

two sided contract
between region and
Czech Railways
(timetable, fleet, fines,
necessary CoTC)

Gross cost contr.

two sided contract
between region and
private bus comp.
(timetable, fleet, fines,
necessary CoTC)

G / N cost

two sided contract
between municipality
and private bus
companies
(timetable, fleet, fines)

Special contract

contract between Brno
and Brno PT Comp.
(order of specific
amount of kms)

Contract on transport conditions (CoTC)

two sided contract between coordinator and all operators
(technical standards, fines, revenue division, fare, fleet, etc.)

Responsibility of integration fields

NETWORK

Co-ordinator proposes transport plans,
Region and municipalities approve them
in the frames of their authority
Operators must accept them.

TIMETABLES

Co-ordinator sets basic frames for TT of trains and Brno's
city transport, deals with the authorities –
intervals, times of departures etc.,
operators prepare the final timetables.

Co-ordinator sets: final timetables for regional buses.

FARE

Co-ordinator and Brno PT company propose the fare
and deal with authorities.

Authorities approve the fare in the frames of their authority.

Operators must accept it.

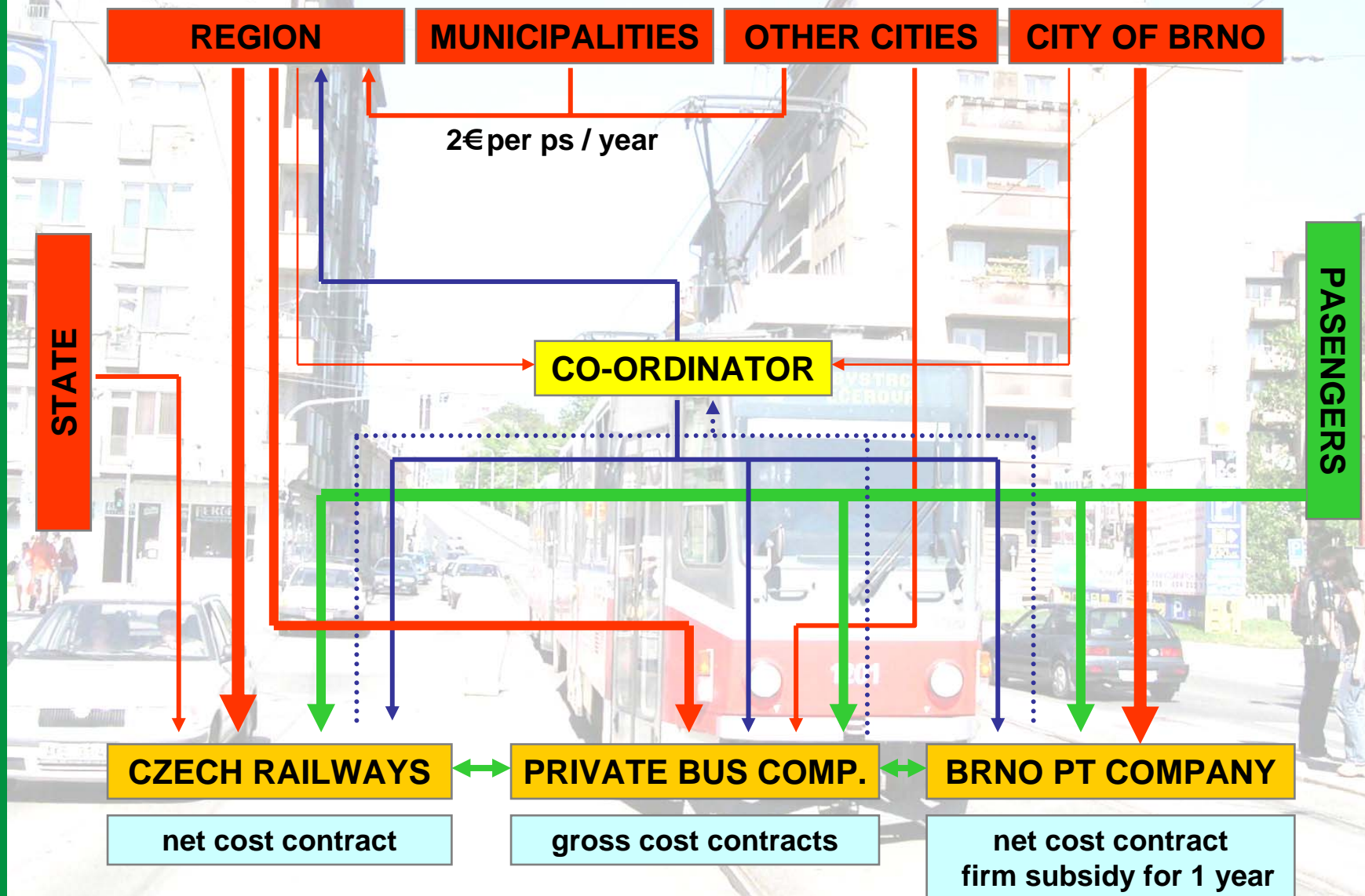
SERVICES + MARKETING

Co-ordinator is responsible for most marketing and service
issues. Czech Railways and Brno PT Company prepare
their own campaigns too.

COMMITTEE FOR INTEGRATION

The most important unofficial body – a group of specialists from region, municipalities, administration,
coordinator and track owners - where all important issues are discussed.

Finance flows in IDS JMK



Methodology for fare revenues division in IDS JMK

TOTAL FARE REVENUES OF ALL OPERATORS

STEP 1

CZECH RAILWAYS

keep specific part of their revenues, it is determined according to research carried out twice yearly – passengers counting in all trains. The rest of the revenues are sent to other operators.

co-ordinator informs the region
on the necessary subsidies

STEP 2

BRNO PT COMPANY

keep specific part of its revenues paid for Brno's zones after deducting specific proportion made as performance of train or bus companies. The rest of the revenues are sent to other operators.

STEP 3

REST OF REVENUES

Bus operators keep their revenues. In case they receive more than they should have according to their gross cost contracts, they send the difference to other operators with lower revenues.

co-ordinator informs the region
on the necessary subsidies



Thanks for your attention !

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