Presentation made at Thredbo11
Delft 21 September 2009

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Division for Transport Policy
Opening of passenger rail services

- Night-train and charter services, April 2007
- All domestic services on weekends and holidays, July 2009
- International services October 2009
- No restrictions, October 2010
Remaining restrictions

Restrictions on service provision shall be abandoned regardless of which organization provides services (totally open market)

• Exception 1: temporary restriction for regional PTAs to cross county borders (awaiting outcome of PT-legislation)

• Exception 2: the Government entitled to restrict national operations between Stockholm and Arlanda airport
Expected effects

Market and Regulatory

- new entrants in slow pace
- increased competition for track capacity
- “multi-system” incl. commercial operations, single-route contracts and network contracts. Tendency to move from gross-cost to net-cost contracts and service concessions
- possible test-market

Passengers

- diversified service concepts to choose from

Society

- net cost increase or decrease for PSO-traffic?
Outstanding issues

• capacity allocation principles to be elaborated (predictability, transparency, priority criteria)

• repair and maintenance functions (access to siding tracks for new service providers)

• vehicle supply (a scarce resource, competition-neutral supply)
A New Public Transport Law

Official report proposes:

• One single law to replace several others in the PT-sector
• Open access to local- and regional markets
• Commercial initiatives are to be sought for
• Easy entry and exit for commercial operators
• General rules are to complement contracts
• PTAs to be prohibited from in-house service provision and non-competitive award

Swedish Government Official Reports
SOU 2009:39
Triggers behind review

- Public transportation should increasingly be an alternative to the use of private cars.
- Focus must shift from cost effectiveness and supply side of PT to customer orientation and demand side of the industry.
- Current legislation 30 years old. Administrative county borders are continuously circumvented.
- New EC Regulation on public transport requires transparency between PTAs and operators.

Swedish Government Official Reports
SOU 2009:39
General rules

A new regulatory tool in addition to contracting

• Mandatory participation in national interconnected information-, booking- and ticketing systems
• Compulsory stop at defined terminals
• Participation in handling service interruptions
• Amendment of time-tables
• Cease of service
• Accessibility for disabled
PTAs design a "services statement" expressing demand for services including strategic goals.

Operators apply for services they can provide on commercial basis.

PTA evaluates the applications related to goals set in the services statement.

Non-commercial services are subjected to PSO expressed in a "transport plan".

Services included in the transport plan can be subject to a tendering process.

Swedish Government Official Reports
SOU 2009:39
National PTA

• A new intra-modal transport authority
• Separate from infrastructure planning and from safety, environment and health issues
• Evaluation and follow-up of the market model
• Standardization and adoption of general rules
• Support to regional PTAs
Reactions and expectations

• Some proposals are perceived as radical
• Fear that co-ordinated services will be fragmented
• Fear of ”cherry-picking” and that prevention of cross-subsidies will increase cost to society…
• But also wide-spread belief that autonomous market initiatives can co-exist with public initiatives in one and the same market

Swedish Government Official Reports
SOU 2009:39
The vision

Swedish Government Official Reports
SOU 2009:39