Conference On Implementing Sustainable Urban Travel Policies in Russia
And Other CIS Countries
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REFORMING PUBLIC TRANSPORT
in Central and Eastern European Countries:
15 years down the transition road

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TRANSITION

Economic shock therapy !!

SYSTEMIC CHANGES:
– DECENTRALIZATION
– LIBERALIZATION/COMMERCIALISATION
– TRANSFORMATION OF PUBLIC ENTERPRISES
Impact of reforms

• in some CEE countries the State withdrew - anomaly in UE
• total responsibility to cities
• growing fares - decreasing fuel prices
• growth of motorization
• decreasing patronage
• congestion/parking problems
• private sector – paratransit!!!!
The road to ruin? (J. Pucher, 1995)

• Deteriorating infrastructure
• Ageing fleet
• Investment almost stopped
• Falling patronage
• Worsening operational conditions because of congestion

ONLY PARTIALLY TRUE !!!!
Number of passengers - Poland

1988 - 9,1 bln
1990 – 7,4 bln
1992 – 6,0 bln
1995 – 5,9 bln
2000 – 4,9 bln
2003 - 4,2 bln

Share of PT form 80-85% to 50-60%
Role of suburban railways reduced, shift to car and buses/minibuses
UPT financing system

Self-financing (from farebox):

- Poland from 40% ↑ 75% ↓ 63%
- Prague - 30 %
- Bratislava - 40 %
- Amsterdam - 25 %,
- Vienna – 40%

Investment reduced
Great efforts of cities

- separation of functions
- companies restructured
- contracts !!!
- competition started
- bus fleet renewal
- trams !!!
- Quality Management
Impact of international cooperation

- World Bank (national, cities)
- ECMT/OECD Projects on Sustainable Urban Travel Policies
- European Commission – participation in projects
- REC – (Regional Environmental Center for CEE) project „Supporting Public Transport in CEE”

Exchange of experience
Sustainable urban transport policy adopted by city councils:

- Kraków (1993)
- Warszawa (1995)

Strategy of sustainable development limiting the role of a car in a city and giving priority to mass transport and pedestrians/cycling:

- Prague
- Budapest
- Tallin (ring toll!!)
Measures difficult to implement

• priorities for public transport in traffic management:
  • bus lanes,
  • traffic lights
• speed limit 50 km/h
• parking charging
• common ticket (rail/UPT)
LESSONS LEARNT
Adoption of policy is not enough
Causes of limited success:

- in transition countries CAR is the KING
- society not prepared for constraints
- politicians afraid of reaction to radical measures
- spectacular projects attract more attention
- conservative thinking of professionals
- inadequate communication with the public, politicians, mass media
RESULTS 1990 - 2004

POSITIVE !?

– Restructuring PT
– separation of management and operation
– contracts – growing productivity and quality
– involvement of private sector
– local initiatives - search for solutions
– growing understanding that even motorized cities cannot function without good PT => growing interest in Sustainable Transport concepts
– participation of the public
Reasons for optimism:

- so far no proposals to amend the policy
- public opinion !!!

Warsaw: in favour of priorities for buses and trams in traffic even if it worsens traffic conditions for private car?

<table>
<thead>
<tr>
<th></th>
<th>1993</th>
<th>1998</th>
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<tbody>
<tr>
<td>Total</td>
<td>64%</td>
<td>66%</td>
</tr>
<tr>
<td>Car owners</td>
<td>59%</td>
<td>61%</td>
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Investment in public transport

Historically, many cities in CEE countries planned metro construction (7 in Poland)

In some constructed, but:
• high costs
• draining city resources
• deterioration of other means of rail transport
• share much lower than costs

Generally highly valued by the public and politicians but viability of heavy rail projects discussed
Investment in public transport - 2

Changing attitude towards trams:

- In many cities extensive networks of tramway – deteriorated
- Renaissance of tramways in several EU cities - good example for planners and decision-makers
- Upgrading started in many cities started (e.g. in Katowice and Warsaw).
- In some cities construction of new fast tram (Kraków, Poznan)
WAYS TO IMPROVE SUSTAINABILITY OF TRANSPORTATION DECISIONS AND THEIR IMPLEMENTATION

• National transport policy needed!!!!!
• Co-operation at the regional/local level:
  – within municipality
  – within metropolitan area
  – within the region
• Participation of stakeholders
• Education/communication
Desirable involvement of central government:

- guidelines/recommending UT policies?
- legislative initiatives?
- regulations/specifications?
- financial support of strategic and pilot projects?
- sectoral databases?
- research and development?
- training/education?