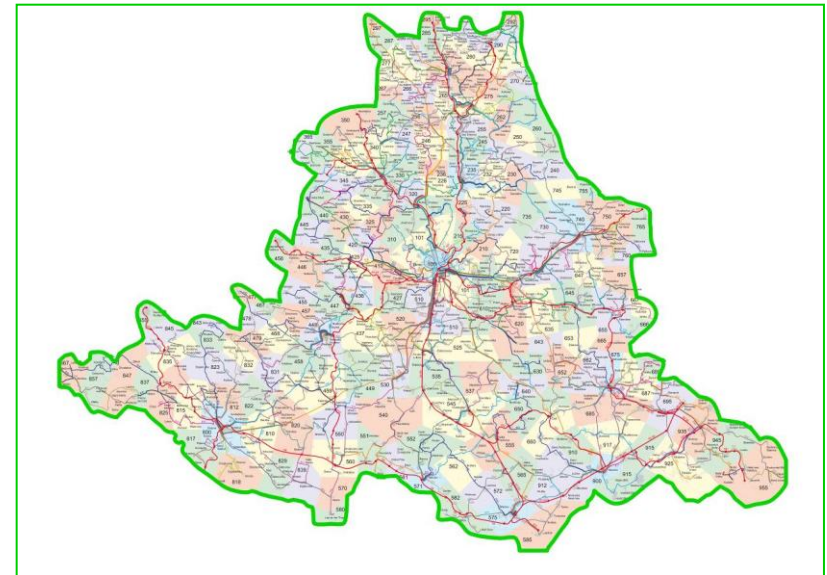
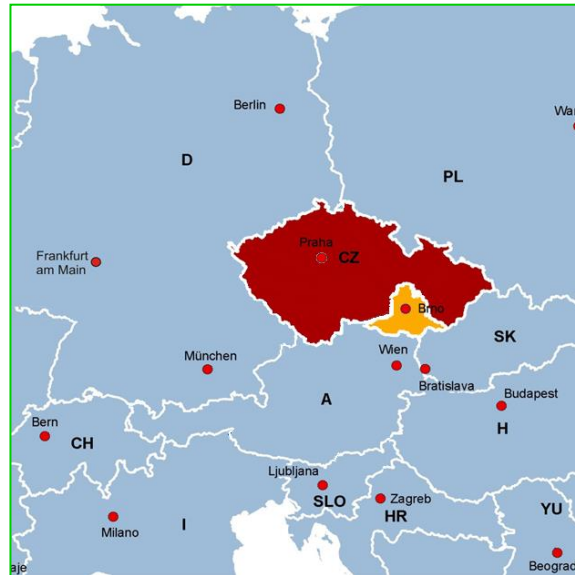




Opening of the Passenger Rail Transport Market in the Czech Republic and in the South Moravian Region



Kvetoslav Havlik

Brno, South Moravian Region, Czech Republic

The Subsidiarity Principle in the Public Transport in the Czech Republic

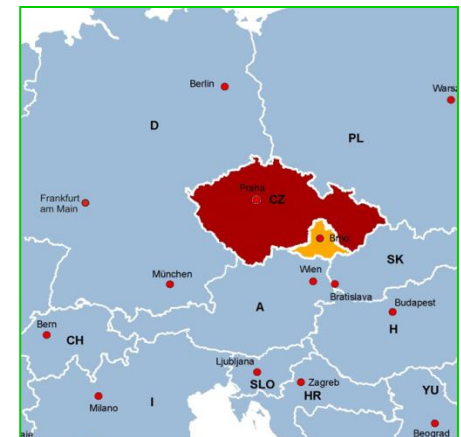
- Ministry of Transport: ordering authority for international and national trains. National or international buses are not ordered or compensated.
- 13 Regions + Prague: are responsible and are ordering authorities for regional trains and regional buses. Most of them have public transport authority which is usually responsible for PT organization and technical and administrative operation of the integrated PT systems.
- Municipalities: are responsible and are ordering city public transport - in the big cities mostly by the in house operators.

Opening Passenger Train Market on the National Level

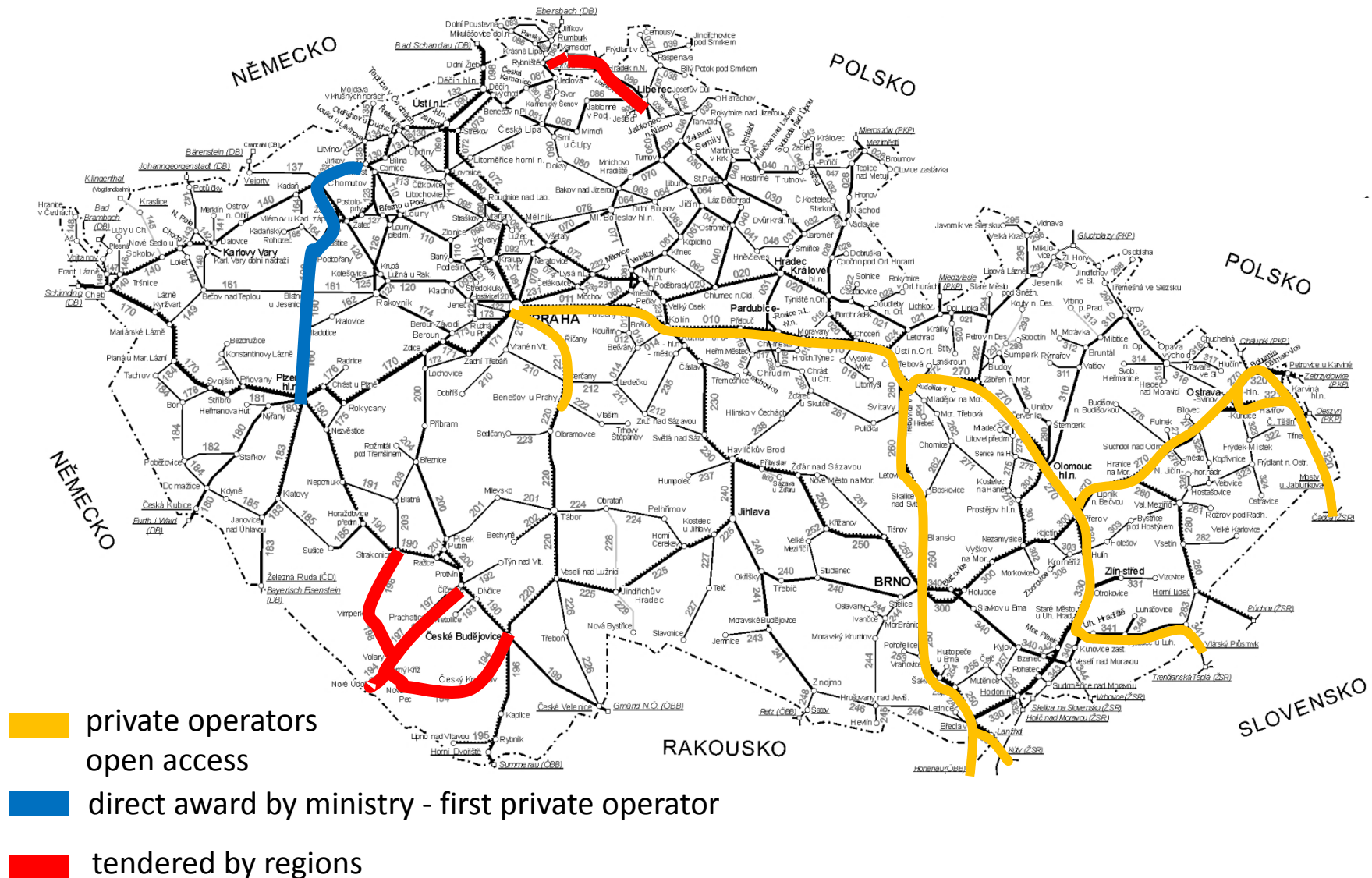
- 1 state owned, 2 bigger and 3 smaller private operators on the market
- open access for the rail network, no license needed
- national trains in several directions are not ordered – self-financed
- since Dec.2016 first national line ordered by the Ministry is operated by the private operator
- Transport ministry has a strategy for opening market and tenders for new operators. The implementation will depend on the political situation.



GW TRAIN, ARRIVA, VOGTLANDBAHN



Map of Railway Network in the Czech Republic



Example of Closed PSO in the South Bohemian Region

- In 2014 South Bohemian Region (SBR) finished the tender for a small part of the personnel train service.
- 3 offers, GW Train Regio 3.8€/trkm, Arriva 4.2€ /trkm, České dráhy 6.4 € / trkm.
- +- 3 years of legal actions at the „Office for the protection of the competition“ followed, České dráhy was not satisfied with the tender results.
- Service in SBR could finally start at Dec. 2017.
- SBR is fully satisfied with the operator.
- Other regions are discussing with operators.

It is possible the contracts will be awarded directly, based on the informal evaluation of applicants.

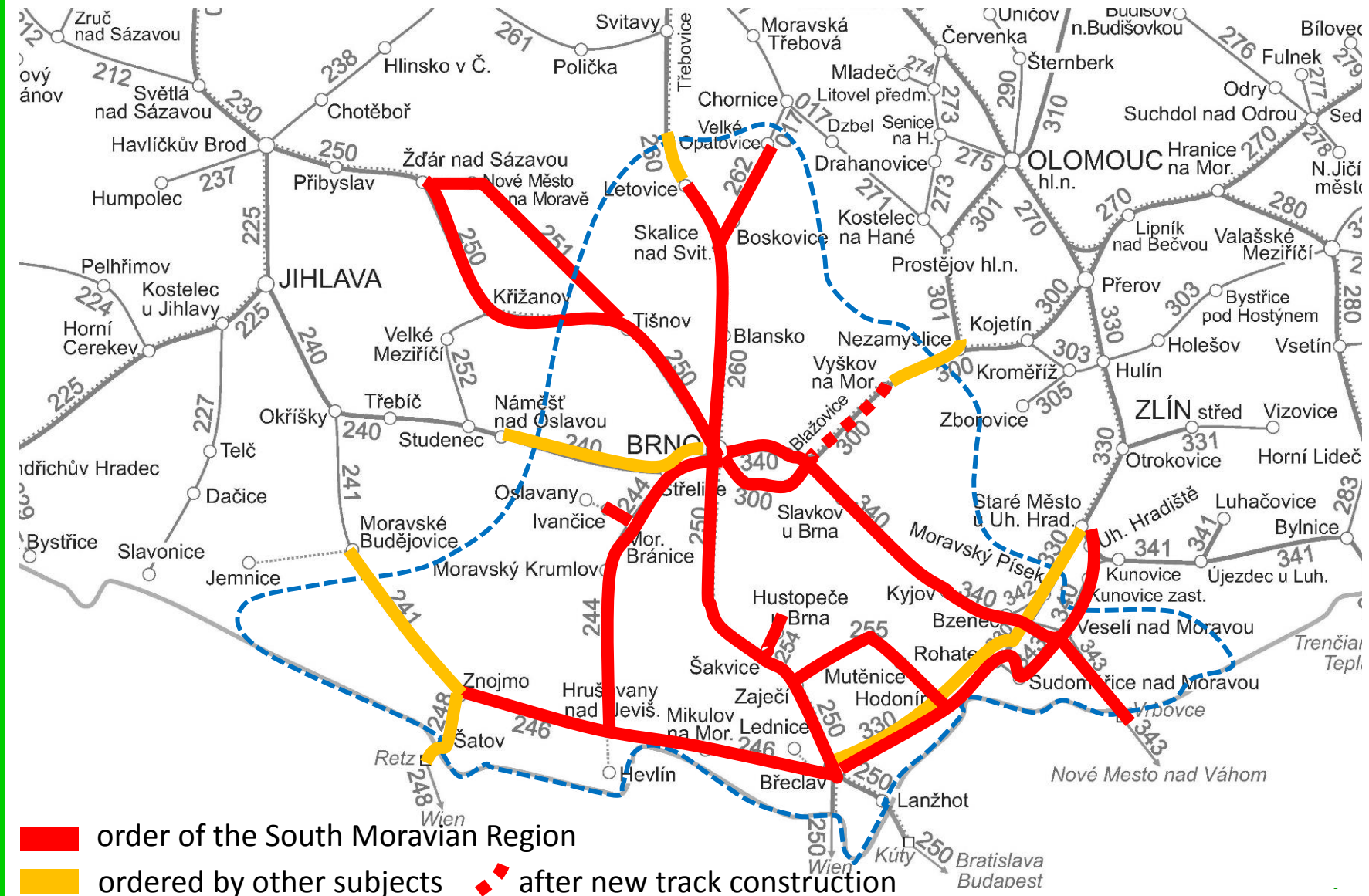


Source: GW Train Regio

Experience with Tendering Preparation in the South Moravian Region

- The existing contract with the railway operator expires in 2019. Its prologation is according to the EU-law no more possible.
- Despite to other regions in the Czech Republic South Moravian Region has decided to tender new train operator for all the network for 2020-22 (+3 years).
- Yearly: 225 mil. placekms and €54 mil.
- Within these years we expect the delivery of 36 new trainsets into the ownership of the Region incl. full service for 30 years. Now: Discussion with Jaspers.
- This setting enables to tender the train operator for shorter time and avoid the solutions concerning the rolling stock investments.
- After 2023 new tender for 12 - 15 years is expected.

Map of the Railway Network in the South Moravian Region



Experience with Tendering Preparation in the South Moravian Region (SMR)

- Operator's investments into the rolling stock – the crucial problem – questions of contract lengths, compensations at the contract end,
- Infrastructure usage and technical services – the ordering authority has not the direct impact on the railway authority and station service provider. They have contract only with operator.
- Brutto / Netto Contract – SMR is strictly decided for brutto contract, only this way it can control the revenues. The basic prerequisite for tariff setting by ordering authority.
- Technical requirements for the rolling stock – the balance between costs and quality.
- The borders of tasks of ordering authority / operator / rolling stock supplier – full service.

Thank you for your attention!

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