



CZECH REPUBLIC

Integrated Public Transport of the Southern Moravia Region and the City of Brno

Background/context

The increased rate of car ownership and competition between regional bus companies have caused many difficulties for public passenger transport in the Czech Republic during the last two decades. The only way to stem the continuous decline in public transport use in the Southern Moravia Region was to integrate systems. The combined network had to provide a unified service involving several kinds of public transport and had to be professionally managed. This was the only way to increase the effectiveness of public investment in public transport.

The integrated public transport system of the Southern Moravia Region includes network and timetable integration, tariff integration as well as marketing integration.

Case description

All the existing transport modes in a large part of the Southern Moravia Region as well as in its capital city, Brno, are now connected in the Integrated Public Transport System of the Southern Moravia Region (IDS JMK). Under the same conditions one can travel in local trains, regional busses, public city transport vehicles in Brno (trams, busses and trolleybuses) and city transport vehicles of some smaller cities. On all these lines, passengers use the same tickets and pay the same prices for the same journey.

KORDIS JMK as a specific body, a public transport authority, was established by the Southern Moravia Region (51%) and the City of Brno (49%) in 2002. KORDIS is the coordinator of the IDS JMK. The main tasks of KORDIS JMK are preparation, management and supervision of the system. It serves as a main mediator between the region and municipalities (budget holders), public transport operators and the public.

The main objectives of KORDIS JMK and the IDS JMK are:

- economic optimisation;
- integration of all public transport modes;
- increasing the amount of users via the systematic offer of public transport,
- introducing a single tariff system and information system with unified transport conditions.

Preparation for the integration started in 2003. The network and the tariff have been totally changed and systematised. In one year, the first phase of the IDS JMK, which included the City of Brno and its suburbs (an area encompassing 550,000 inhabitants) was established. Since then, further phases of the IDS JMK have been launched. The aim is to integrate the whole area of the Southern Moravian Region, which includes 1.2 million inhabitants and 672 municipalities, by 2010.

Cost and financing

The aim of the IDS JMK is to provide better public transport service for the same amount of money from public funds (no extra costs). But it is difficult to get precise financial data because the costs are covered from many different sources.

Results

As a result of the systematic approach, a high increase of passengers has been achieved. In the first year after the integration, the number of passengers in Brno's surroundings increased by 18% and in the second year, the number climbed a further 7%. The introduction of IDS JMK not only arrested the decline in local train use, but began a trend of steady growth.

System integration has benefitted not only the region but also the City of Brno. Usage of trains inside the city limits has been included in the single and seasonal tickets since the integration. More and more passengers are using trains instead of the overloaded trams. Many buses have been moved out of the city streets and replaced by trams and trains. Nearly half of the passengers are holding discounted seasonal prepaid tickets. It brings savings for passengers and guarantees revenues for operators. Public opinion polls carried out annually show good ratings from passengers. In 2006, IDS JMK received the average mark of 2.88 (on a scale of 1 to 5, with 1 being the best). This is very good even in comparison with German integrated systems.

Barriers and problems

The biggest challenges were:

- inadequate legislation on the state level (tariff system, controlling, financing, standardisation, etc.);
- changing the habits of passengers; and
- changing the behavior of the operators' staff.

Transferability and success factors

The approach is transferable to other cities and regions. It is not necessary to transfer the solution as a whole, but its main elements (integration of network, timetable, tariffs and marketing) should be transferred.

The main preconditions for the success are: political support and enough decision making power in terms of financing in the hands of city and regional authorities. The main constraints for success are lack of interest among politicians, inadequate legislation and operators that wield lots of power.

Lessons learnt

It is very important to keep all stakeholders informed. This includes the information of every household and continuous discussion with the decision makers.

Conclusions

The Integrated Public Transport System of the Southern Moravia Region brought a new dimension to the urban and regional public transport. It increased the accessibility of rural areas, bringing tourists to places that had previously seen few visitors.

For further details

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