



## **REALIZATION OF AN INTEGRATED PUBLIC TRANSPORT SYSTEM IN REGION PRAGUE**

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*The article describes a step-by-step realization of the regional integrated public transport system Prague estimated for more than 1.5 Mil. citizens of middle Bohemia. The description has been provided since foundation of the co-ordinating Authority, called ROPID, by the Capital Prague and establishment of that system through the integrated Project of Public Transport Organization in the Region Prague. A new integrated tariff and ticketing system with the common carrying conditions and the way of selection-proceedings for the producers of transportation performances has been formed. There is also suggested a transformation of the contributory organization ROPID into a commercial limited company founded by the providers (the Capital Prague and central Bohemia Region).*

At the time of the velvet revolution in the Czechoslovak Republic, both the society and the public transport (PT) came to a cross-road. People have begun to travel by private cars. The central government reduced subsidies to PT sharply. The municipal administration provides for all the operational subsidies and all the infrastructure costs for all modes of PT now.

To ensure a better quality of life in the city in the future, the Capital Prague has decided on the realization of a regional integrated public transport system in the cosmopolitan region Prague. The main goals of transport policy in Prague are frequent and reliable of PT, common carrying conditions, co-ordinated timetables, joint information and tariff for different modes of PT. The comfort on board and at stops, staff behaviour, cleanliness, security and safety are also very important and they are realized by contracts between ROPID and single operators.

### **Establishing of the system**

Primary responsibility, authority and qualification for the organization of the public transport system in the region, except long-distance trains and buses, are in the hands of local and regional authorities - providers. In case of state railways, the Ministry of Transport plays the coordinating role. Timetables of local trains have to be approved by regional authorities.

In December 1993, the Regional Integrated Public Transport Authority Prague (ROPID) was founded as a contributory organization of the Capital Prague. Its basic purpose is the ensuring of interests and needs of the Capital Prague in creating, organizing and checking of the

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function of the public transport system in the territory of the Capital Prague and its interest surrounding area.

The ROPID elaborates, discusses and presents the Project of Public Transport Organization (Project) to the town council of the Capital Prague who approves of it. According to the Council Regulation (EEC) N° 1893/91, the ROPID makes in the name of the Capital Prague public service contracts concerning transportation performances with single transport operators (producers) and surrounding municipalities (providers), mediates the flows of compensations towards the individual operators and ensures the funding of all made contracts.

### **Contracting assurance**

On the basis of the approved Project the operators apply for transportation performances. ROPID organizes selection-proceedings for new established routes. After that ROPID concludes following contracts :

- between ROPID (in the name of the Capital Prague) and Public Transit Co. Ltd. (metro, trams, buses and funicular),
- between ROPID and Public Transit Co. - providing other services (e.g. care for stops),
- between the ROPID and each of all private bus-operators as far as transport performances within the territory of the Capital Prague are concerned,
- among the ROPID, surrounding municipalities and bus-operators as-far-as transport performances in the external surroundings zones are concerned,
- among the ROPID and all operators about the integrated tariff system (tariff contract),
- between the ROPID and the Czech Railways (CD) about the use of the integrated tickets within Prague, on the lines in external zones.

### **Funding of the system**

All operators which deliver transportation performances just in the territory of the Capital Prague, are funded by the same method i.e. they receive share from sold tickets according to the key established by ROPID, according to the shares on carrying performances and in addition to those they receive financial support from the budgets both the Capital Prague and Middle Bohemian Region.

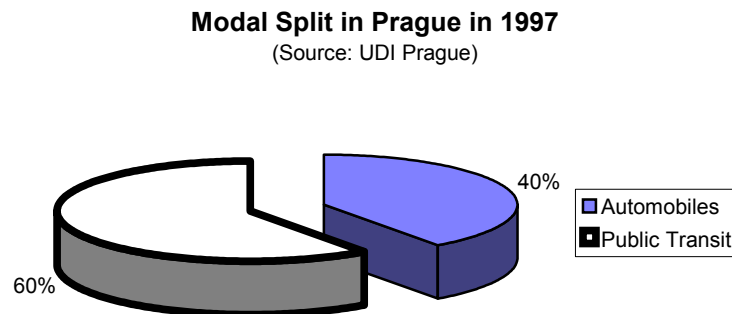
Allotment of financial supports to the amount received from fares to ensure the operation of the system routes is done by means of the budget of the Capital Prague on the basis of the expenditure account of the Capital Prague. ROPID is authorized to distribute the money from this account up to a limited amount of money given by the budget of the Capital Prague for this purpose. Compensations are not allotted directly through the account of ROPID to prevent double taxing by means of value added tax (VAT).

ROPID and all operators had signed a tariff-contract before they entered into the system. The tariff-contract includes the access to the integrated tariff of the PT system which is officially declared by municipalities. Further, the contract contains the definition how to allot money received from fares. The tariff-contract also contains two keys for the distributions of money (for the territory of the City and surrounding areas). The Public Transit Co. has been appointed to distribute the money received from fares.

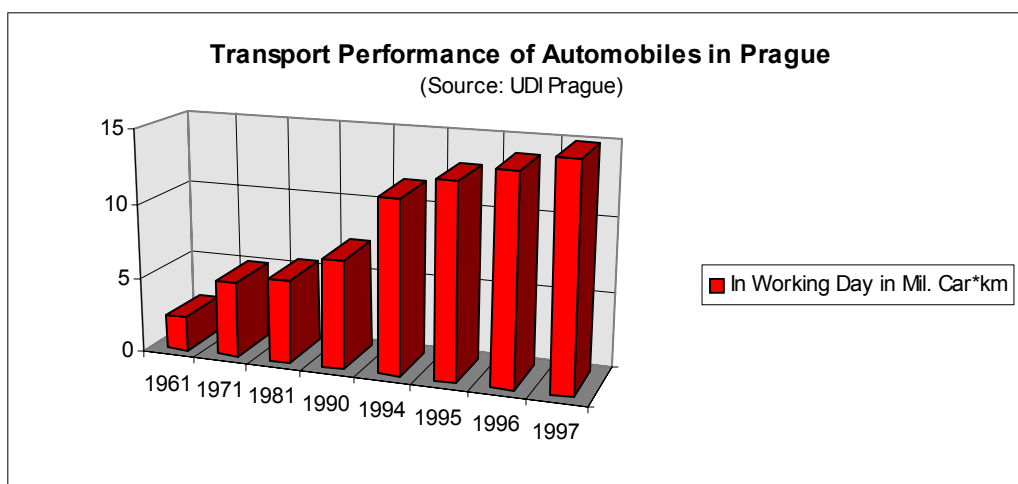
Contracted transportation performance of single operators indicated in Place\*km is defined as a standard how to make the key of the distribution of money from fares and financial support. In tariff-contract is also defined mutual recognizing of the system's tickets and naming the Public Transit Co. to issue of particular tickets and to ensure their distribution. All operators are obliged themselves to cover to named operator the part of issue-cost for printing of tickets in share of receipts-distribution. The face of tickets defines the ROPID according to the tariff declared by municipalities. On the ticket that is a piece of tax-evidence is recorded the

business name of the named operator (Public Transit Co.), the name of the system („Integrated Transport Prague“) and the name of the co-ordinator (ROPID).

**Figure 1.** Modal-split distribution in Prague in 1997



**Figure 2.** Development of the transport performance of cars in Prague



## Conclusion

Since December 1993, the ROPID Prague, which is a contributory organization of the Capital Prague, has created, organized and checked the function of the Public Transport in Region Prague. The ROPID harmonizes transportation performances of transport-undertakings (operators) of all modes of public transport in Region Prague. The ROPID elaborates, discusses and presents to the Council of the Capital Prague the Projects of Organization of Public Transport for the approval. According to the Council Regulation (EEC) N° 1893/91, the ROPID concludes in the name of the Capital Prague the public service contracts with operators and municipalities, mediates the flows of compensations to the individual operators and ensures the financial filling of the concluded contracts. The most important for the integrated public transport in Prague is joining the railways (the Czech Railways - CD) in the system.

Since 1st of June 1996, integrated ticket system has enabled the passengers buying of their tickets for travelling by trains, metro, buses and funicular rail at one selling-place. Since 1st of June 1996, the ROPID has established new interchange and temporal tariff of the system by contract with municipalities and operators.

The executive authority of the co-ordinator in Prague that is established by core city is tended to qualification complications in surrounding area. Implementation of the system will have to proceed to a transformation of the ROPID at a commercial limited company founded by the Middle of Bohemia self-government and the Capital Prague.

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