

# *Inter-Regio rail services, an opportunity for a structured transport system*

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- Introduction



- Methodology



- System before 2005



- New «stretegy» and inefficiecy



- Example cases and key points



- Proposal of a new governance system

# Introduction

- Is the governance of medium distance railway service bringing efficiency in this market segment?
- Does it provide advantages for travellers and grant the right to mobility?
- How can trans-regional train service contribute to a efficient transport system?

Medium  
distance  
journeys  
historically  
In the hand of  
RAILWAYS

Progressive  
weakening of  
Inter-Regio  
services

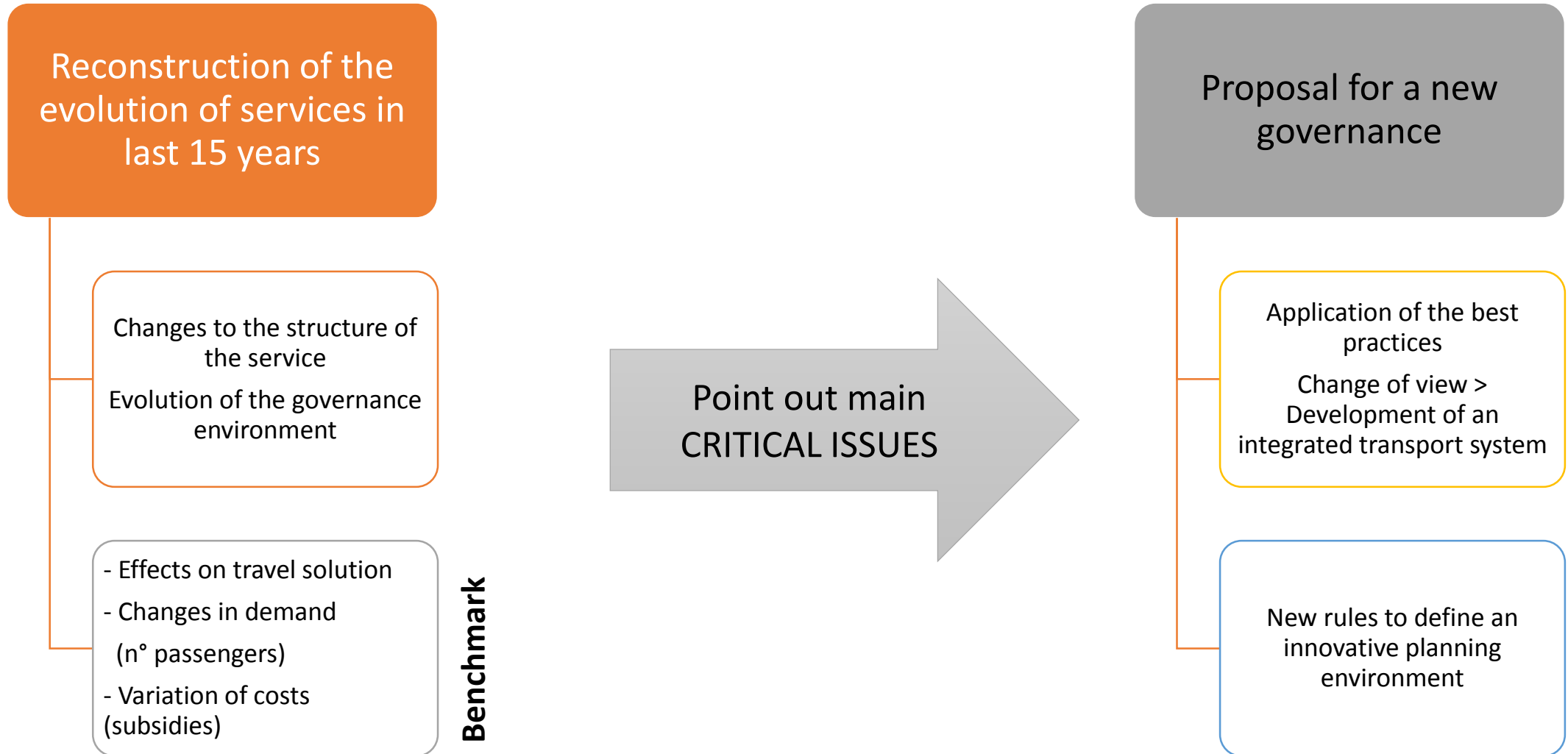
Loss of efficiency

Loss of  
competitiveness

# Methodology

- Public planning point of view (many qualitative aspects)
- Official data for number of passengers provided by regional government
- Elaboration of data conducted in collaboration with the transport department of Region Lombardia
- Use of a specific “private” software for drawing timetable schemes
- Only few data available for costs of production (use of official gross information)

# Methodology





Metropolitan and  
Regional systems

Major part of national  
transport offer



Inter Regio  
(medium  
distance)

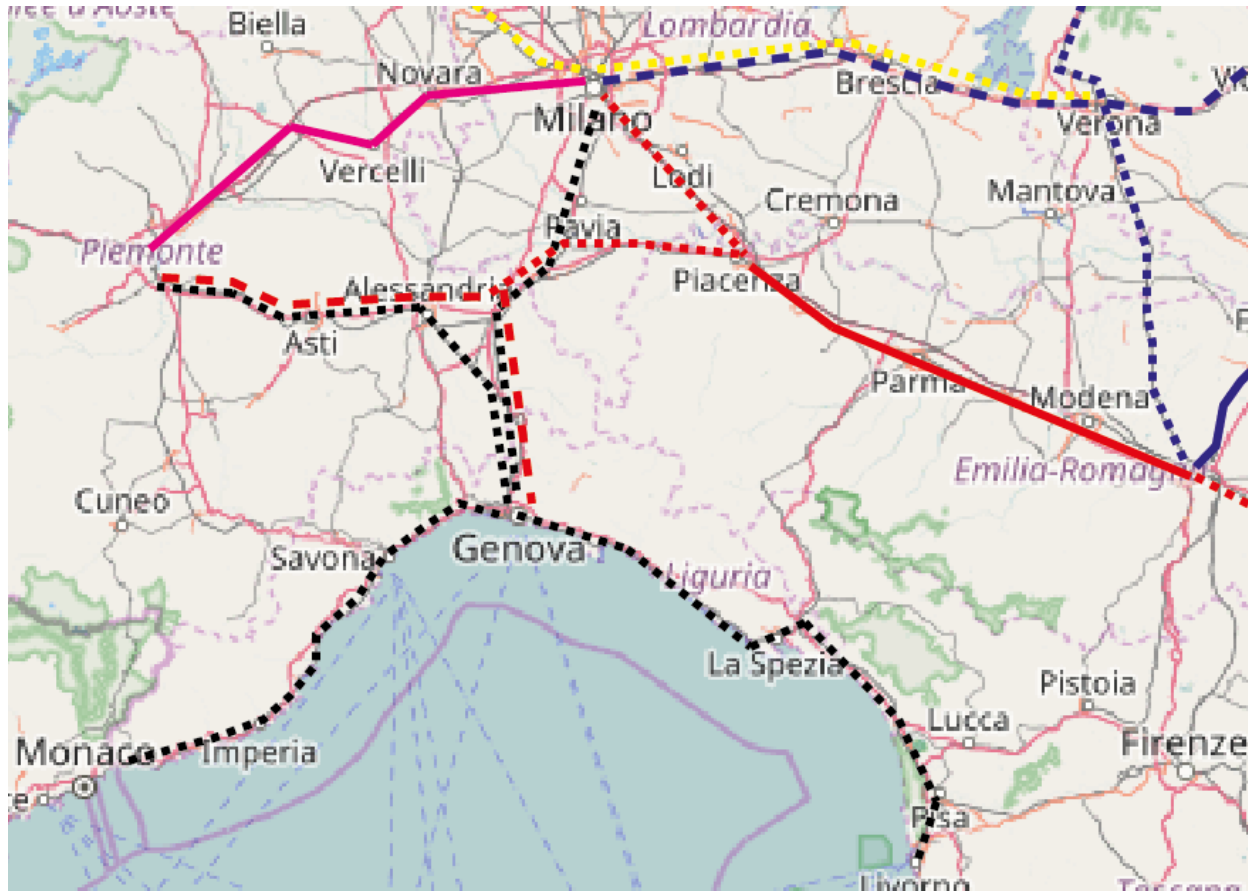


High speed / long  
distance

Consistent infrastructure  
investments



# System before 2005



- Implemented from 1985 on main national axes
- «Modern system» with regular timetable and definition of main nodes of the network
- System of medium and long distance trains (Inter-Regio and Intercity)
- No fare integration

# System before 2005

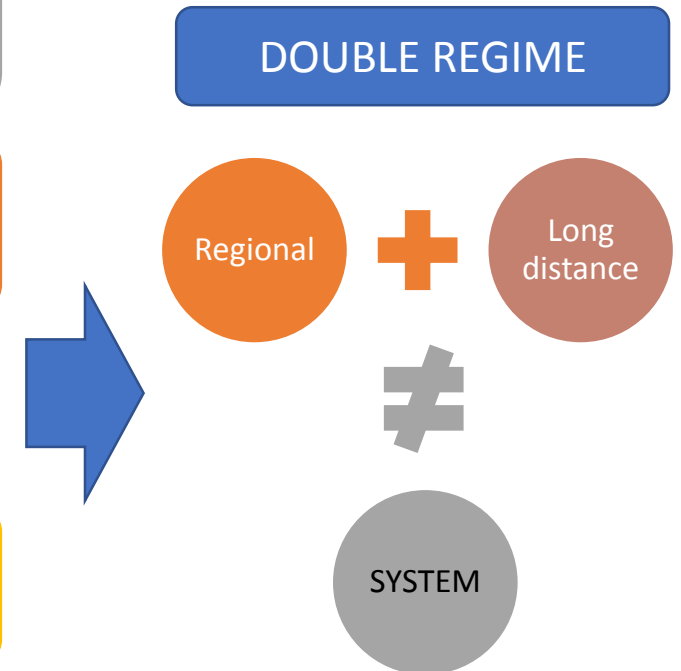
Organisation of National railway company from 2000  
(passenger division)

## National passenger division

- Responsible for planning the long distance service
- Economically autonomous (sustained by fare incomes)

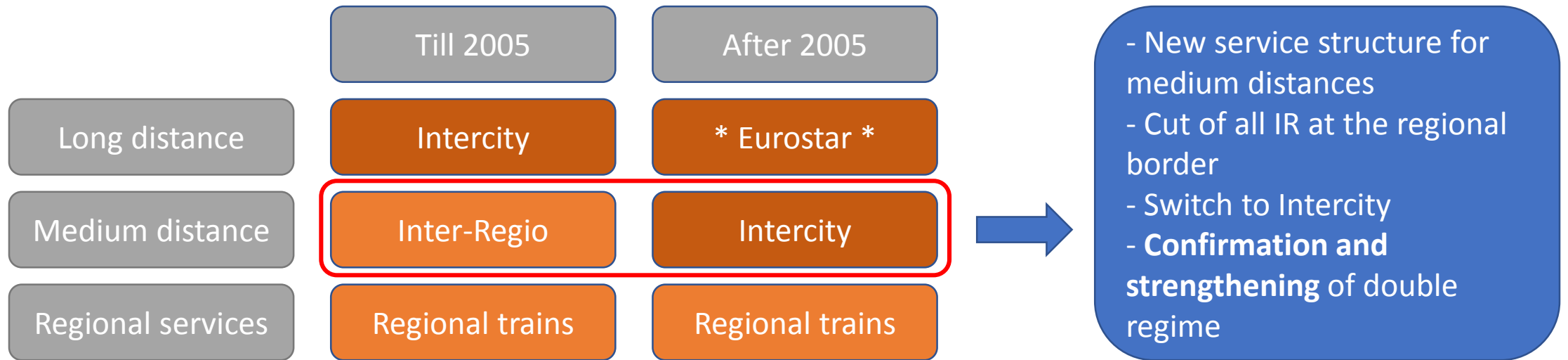
## Regional passenger division

- Plan the service in cooperation with regional governments
- Regions buy the service from Railways and sign a contract service
- Service is subsidized with public resources

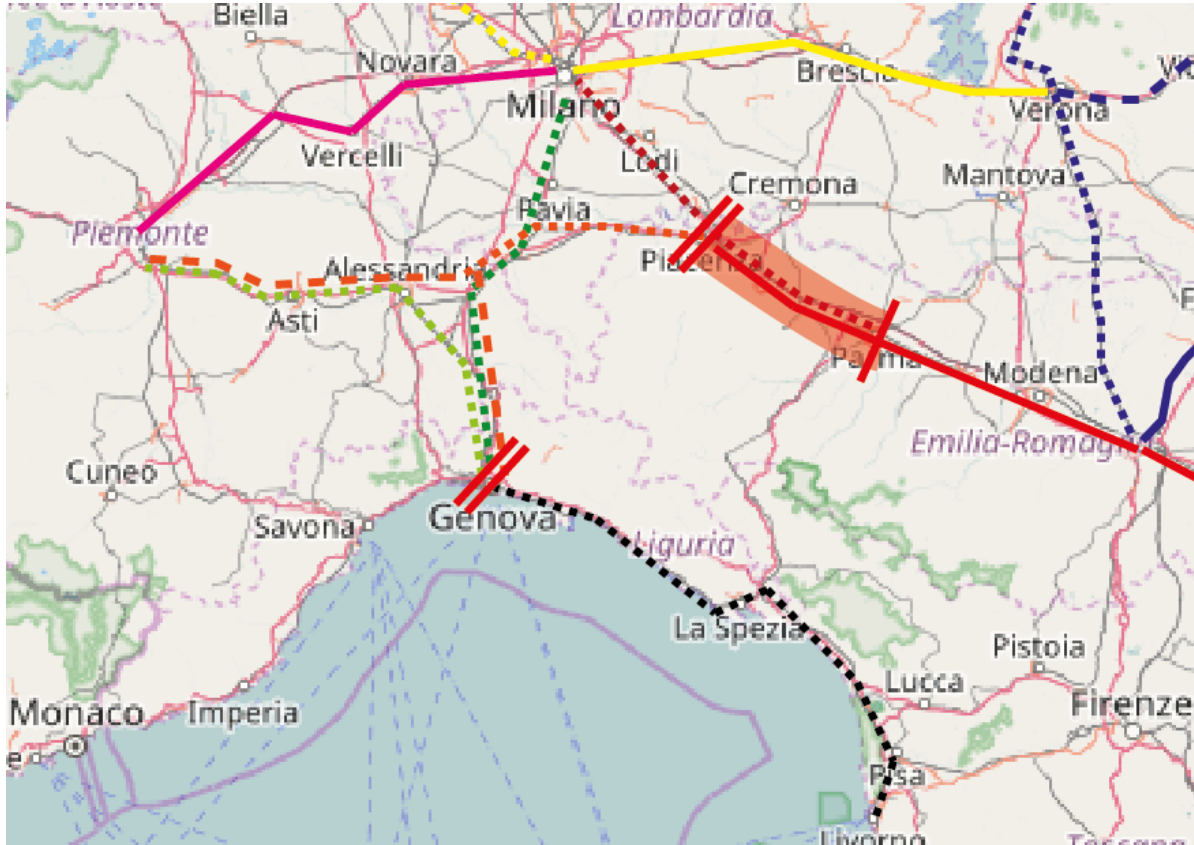




# Change of strategy



# Change of strategy



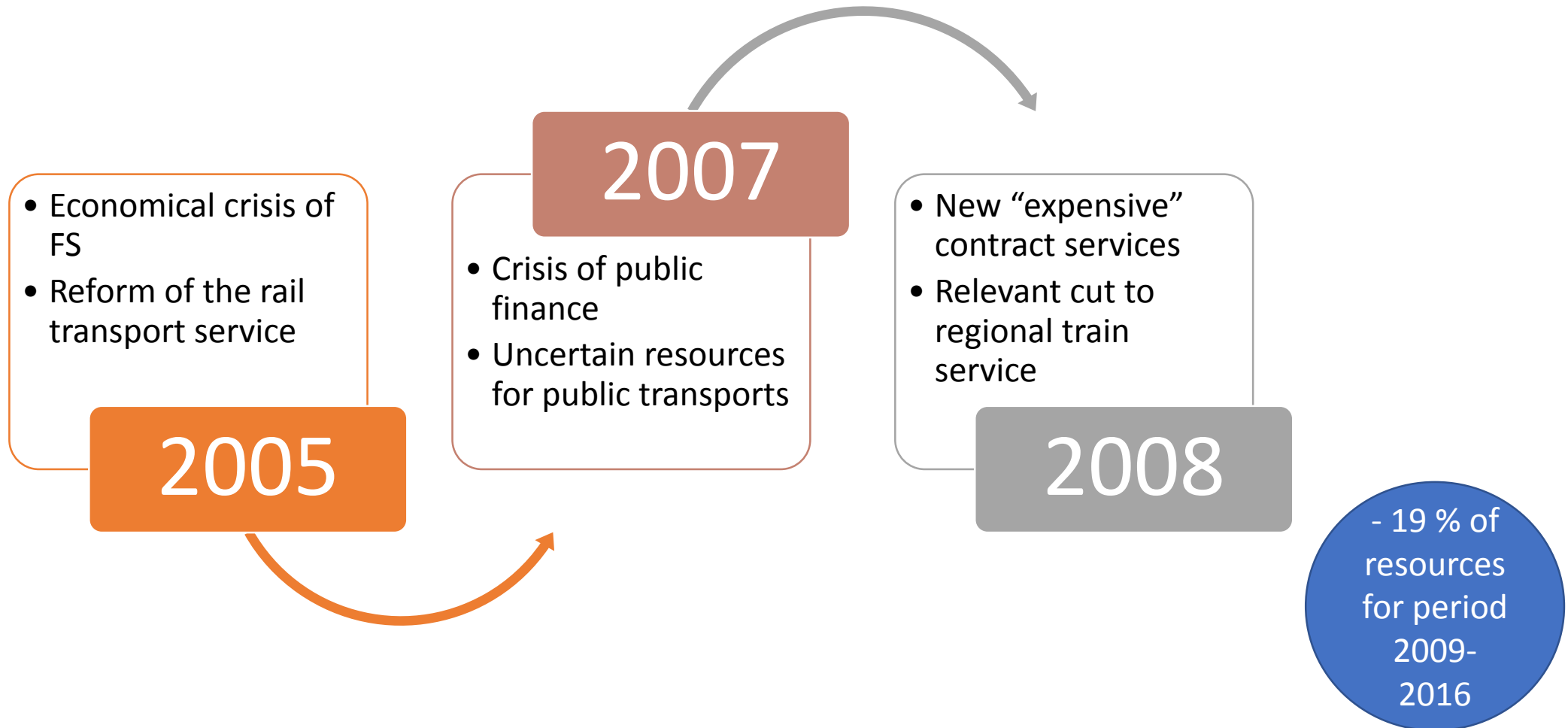
Fragmentation  
of trans  
regional offer

Heavy regionalisation

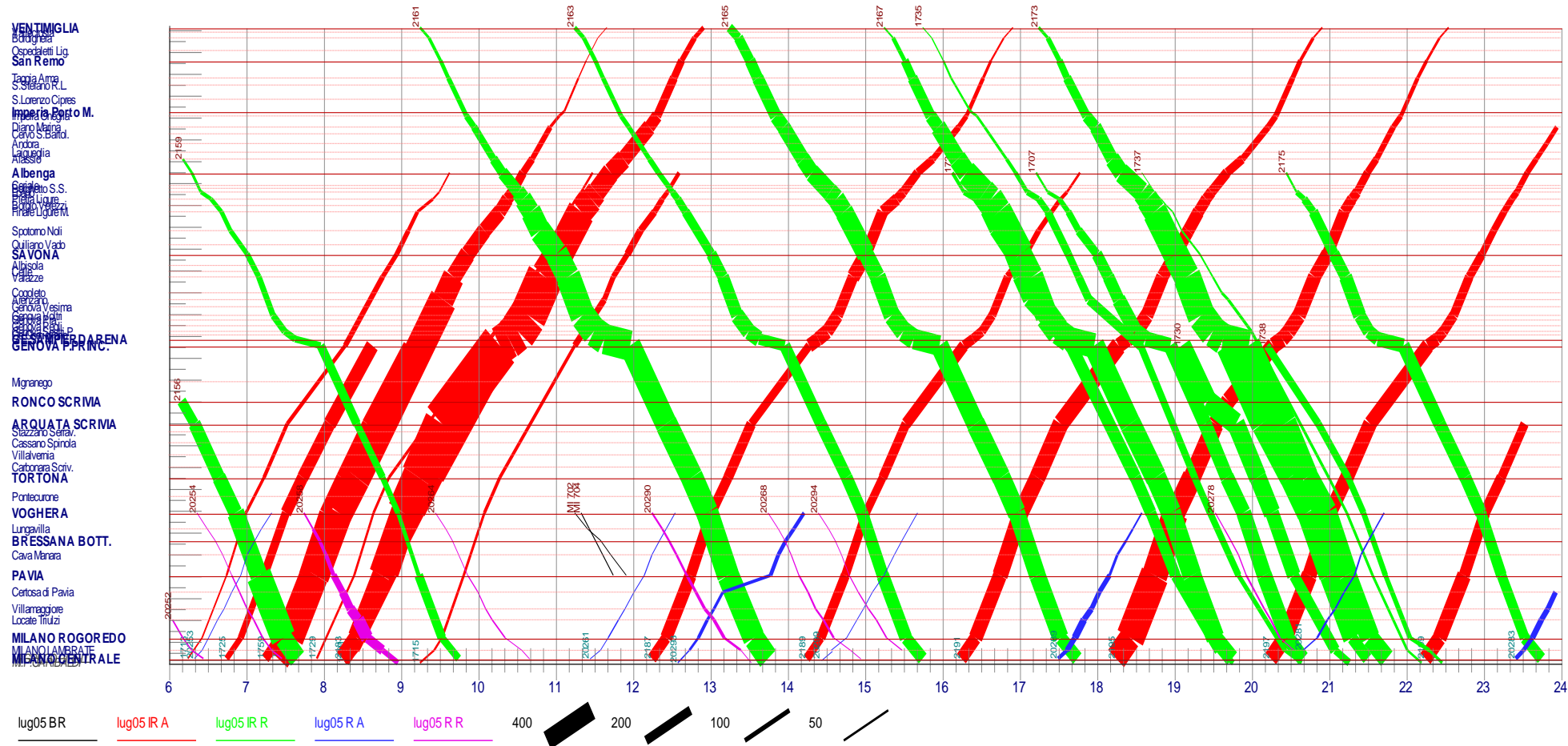
Overlapping services

Missing nodes

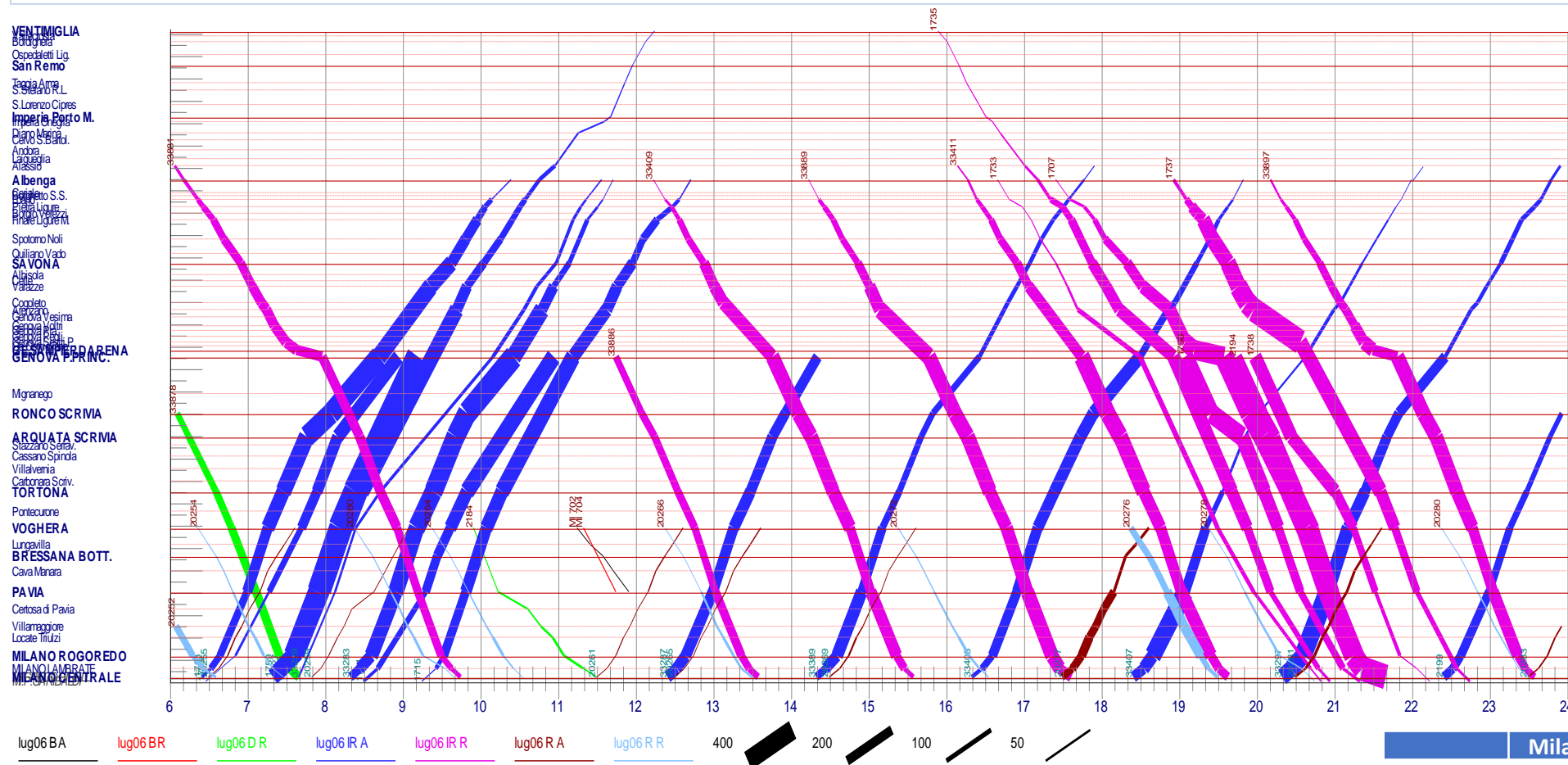
# Change of strategy – lack of resources



# Evolution of demand (Milano – Ventimiglia)



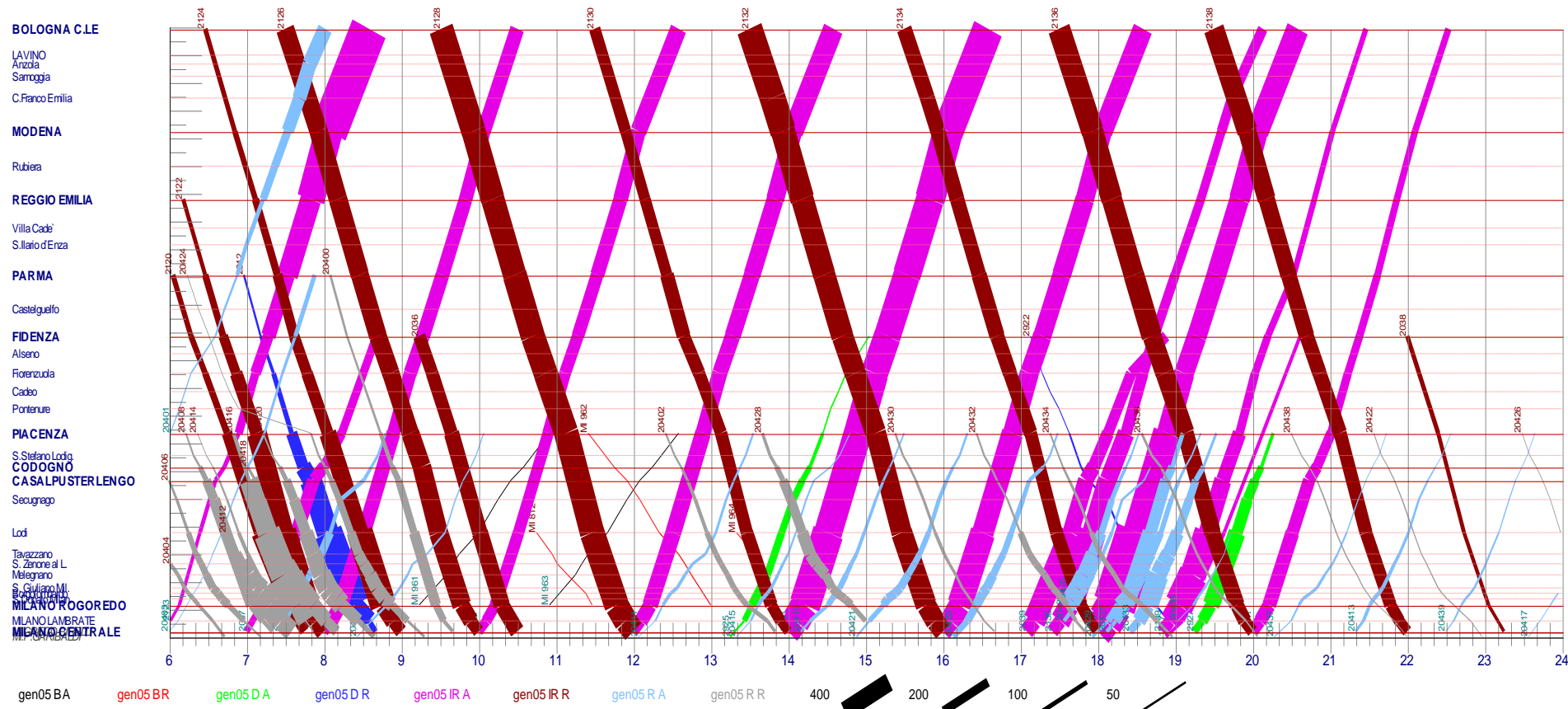
# Evolution of demand (Milano – Ventimiglia)



July 2006  
sunday

	Milano-Genoa-Ventimiglia		
	2005	2006	2015
pax on board	296	164	250
Variation		-44%	-15%

# Evolution of demand (Milano – Bologna)



January 2005  
Working day

# Evolution of demand (Milano – Bologna)

## BOLOGNA C.LE

LAVINO  
Anzola  
Sanroggia  
C.Franco Emilia

## MODENA

Rubiera

## REGGIO EMILIA

Villa Cade'  
S. Ilario d'Enza

## PARMA

Castelguelfo

## FIDENZA

Alseno  
Fiorenzuola  
Cadeo  
Portenure

## PIACENZA

S. Stefano Lodig.  
CODOGNÒ  
CASALPUSTERLENGO  
Secugnago

Lodi

Tavazzano  
S. Zeno al L.  
Melegnano

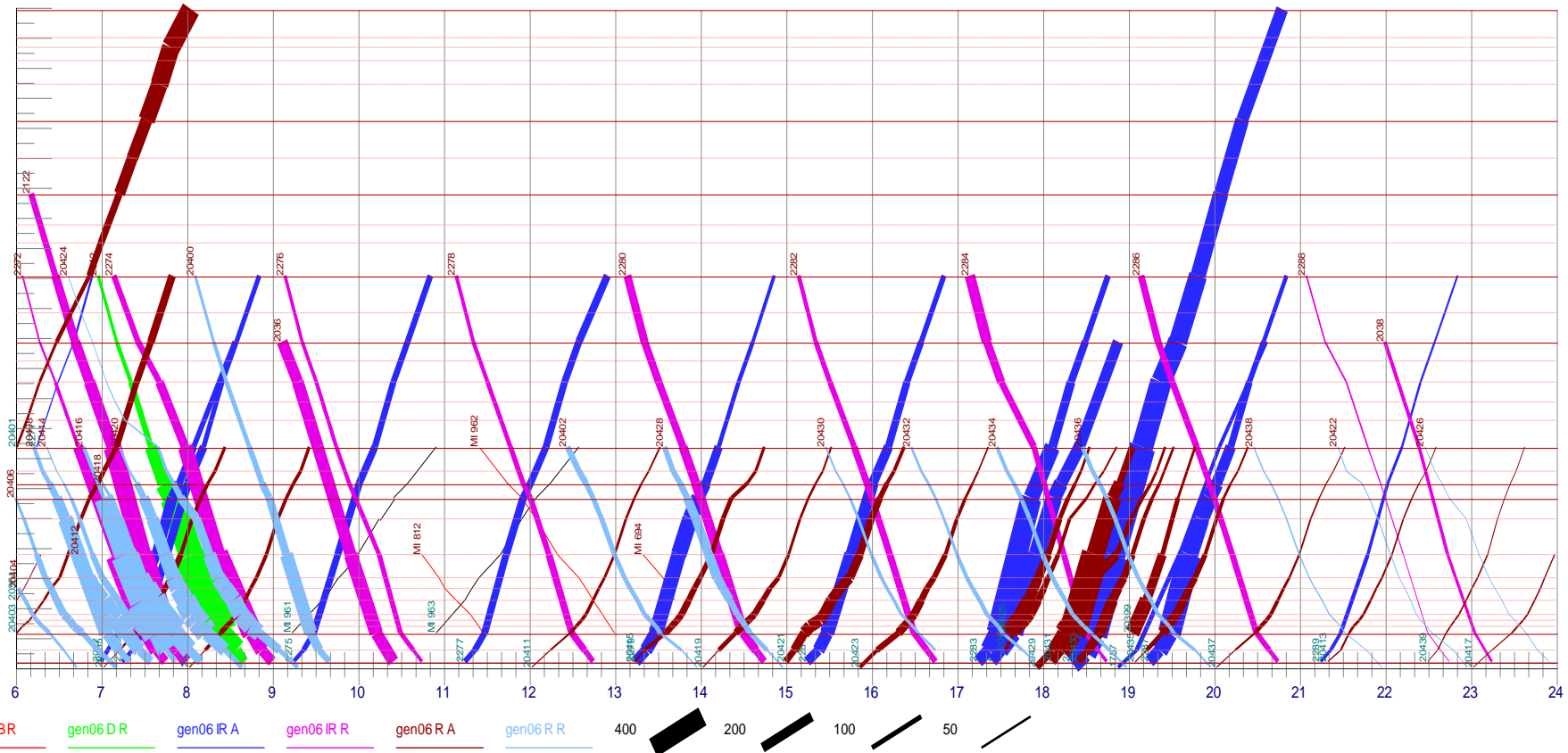
## MILANO ROGOREDO

S. Giuliano MI.  
S. Vittore MI.

## MILANO LAMBRATE

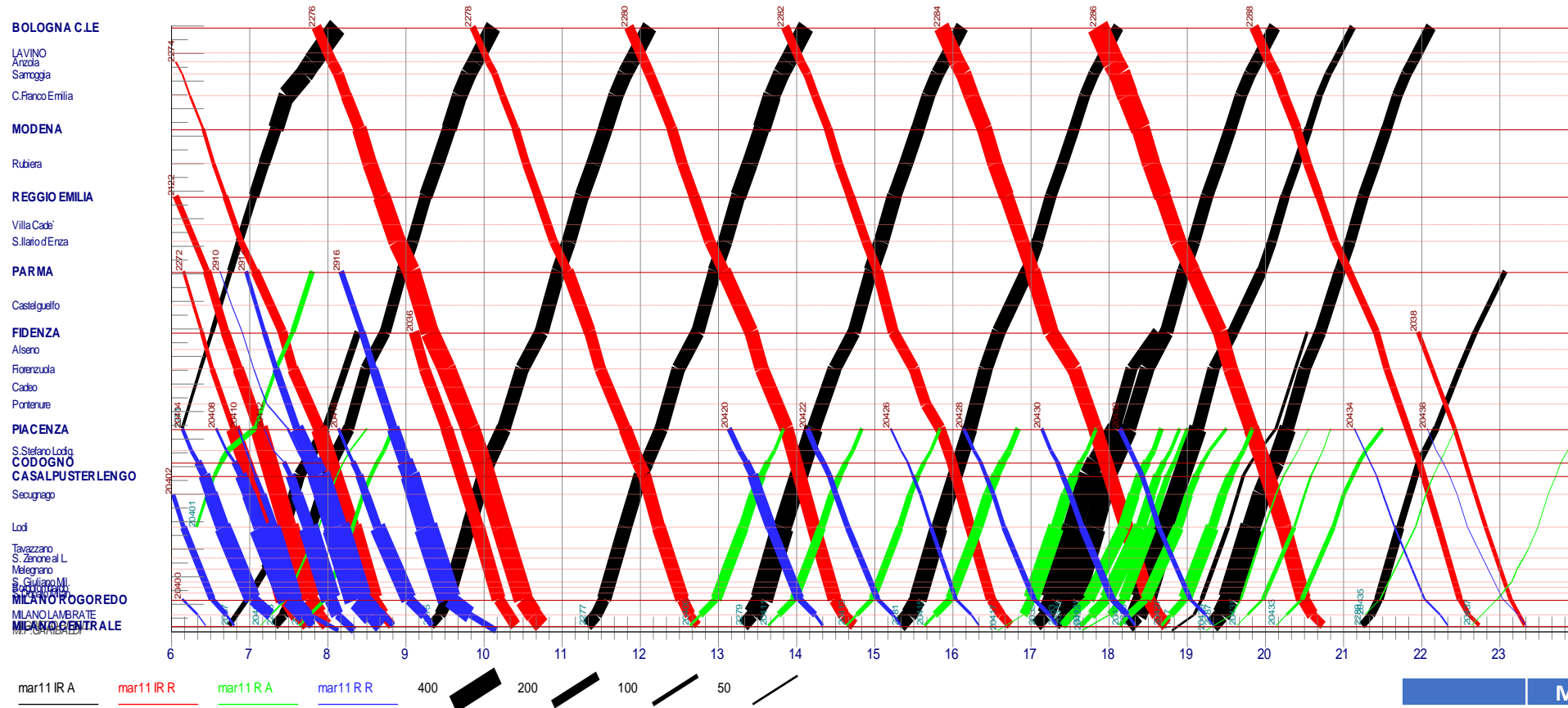
## MILANO CENTRALE

MI. C. ROMA



January 2006  
Working day

# Evolution of demand (Milano – Bologna)

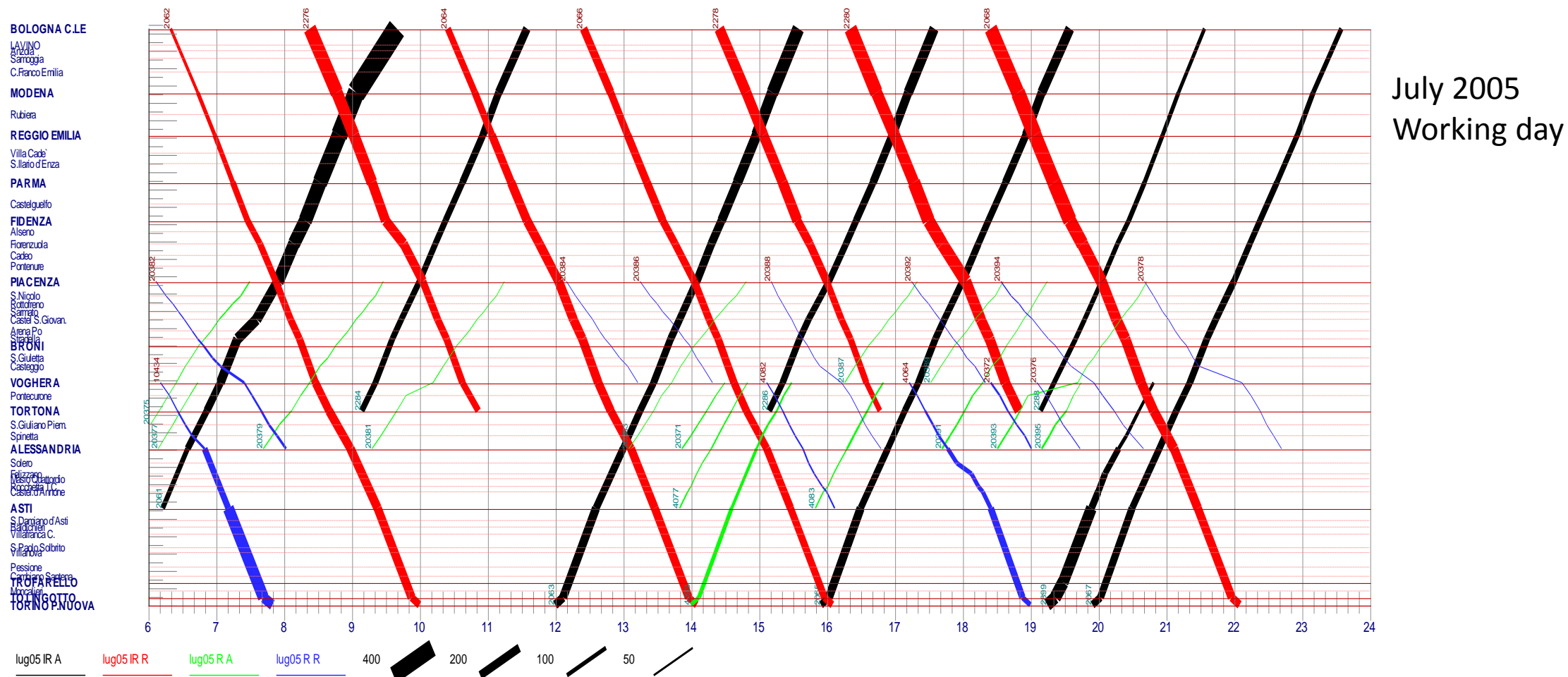


March 2011  
Working day

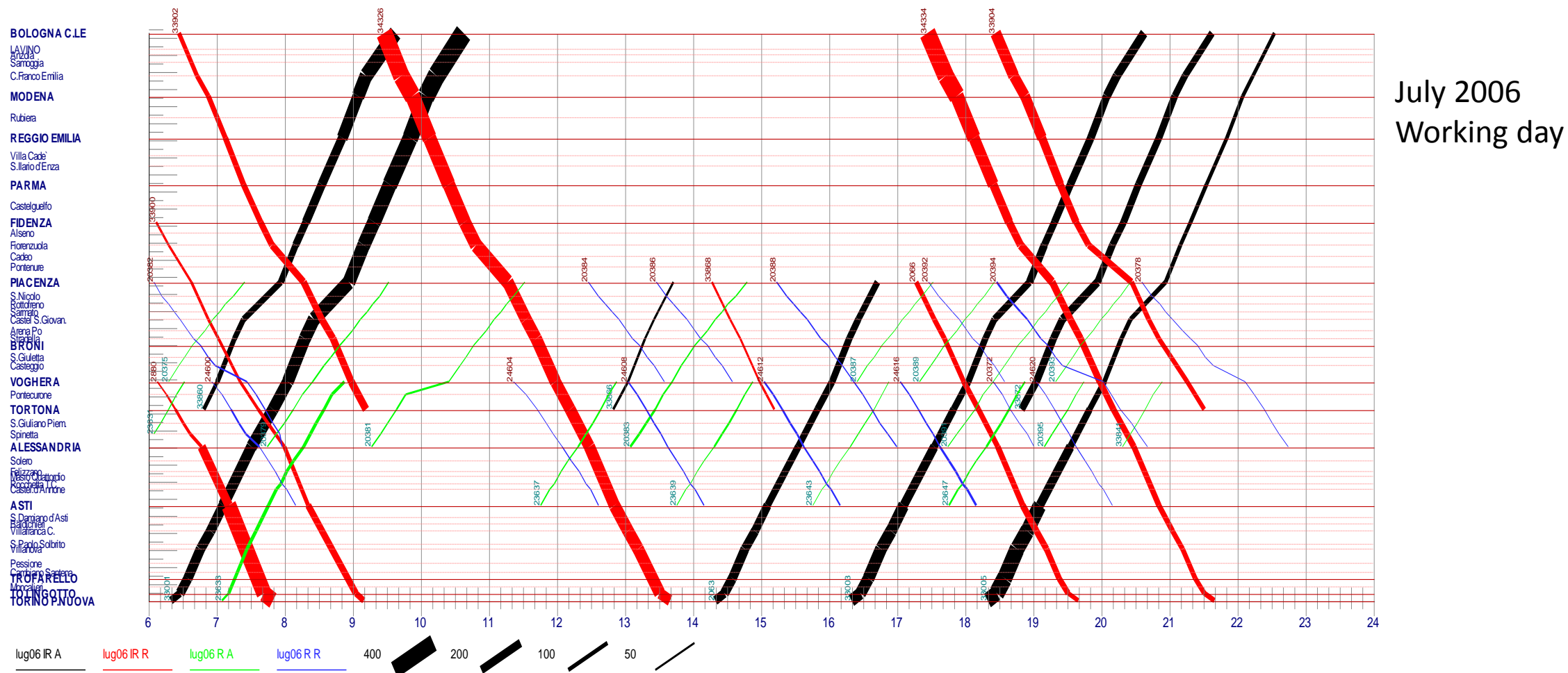
Milano-Bologna-Ancona			
		2005	2006
pax on board	2014	400	136
	Variation	-66%	-31%



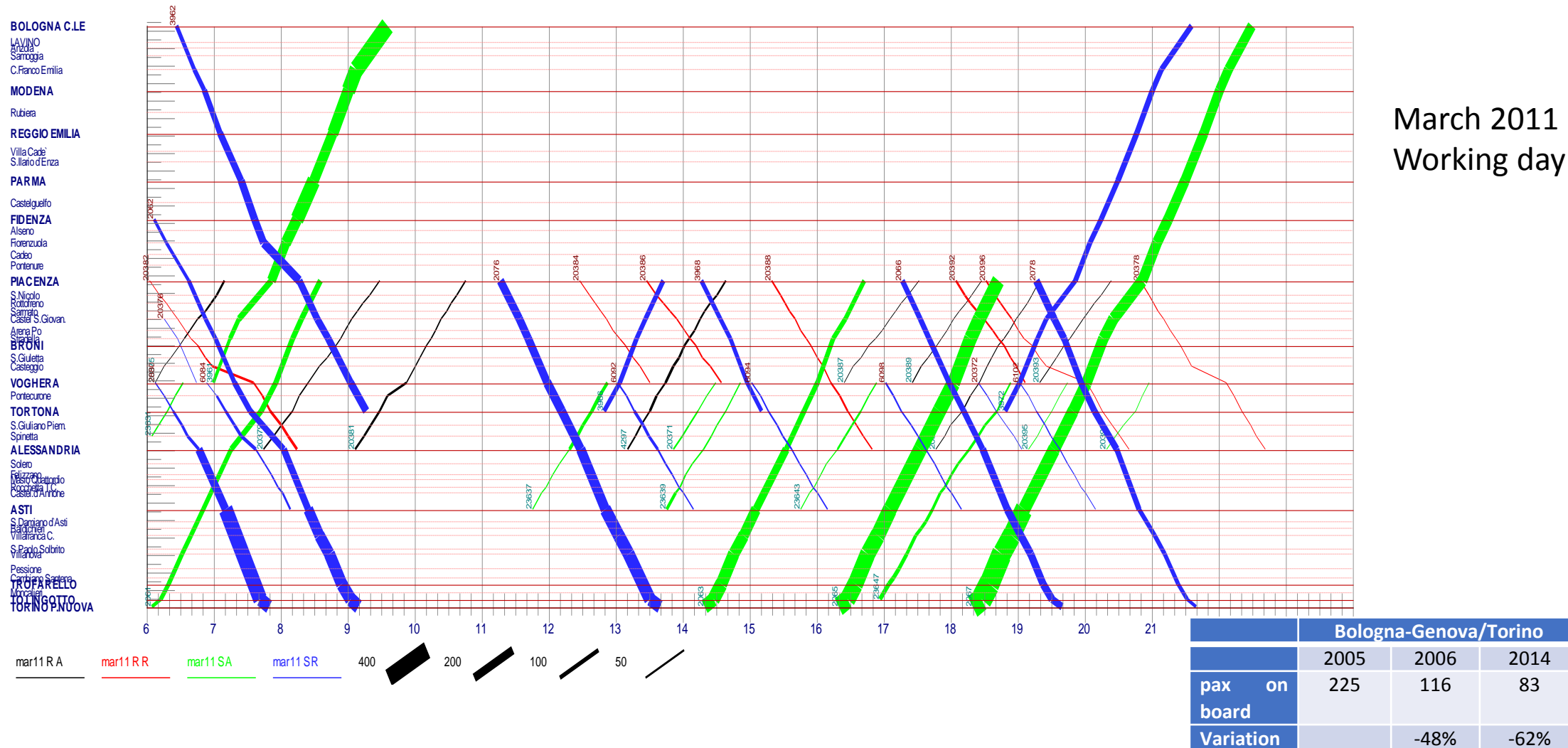
# Evolution of demand (Bologna-Torino/Genoa)



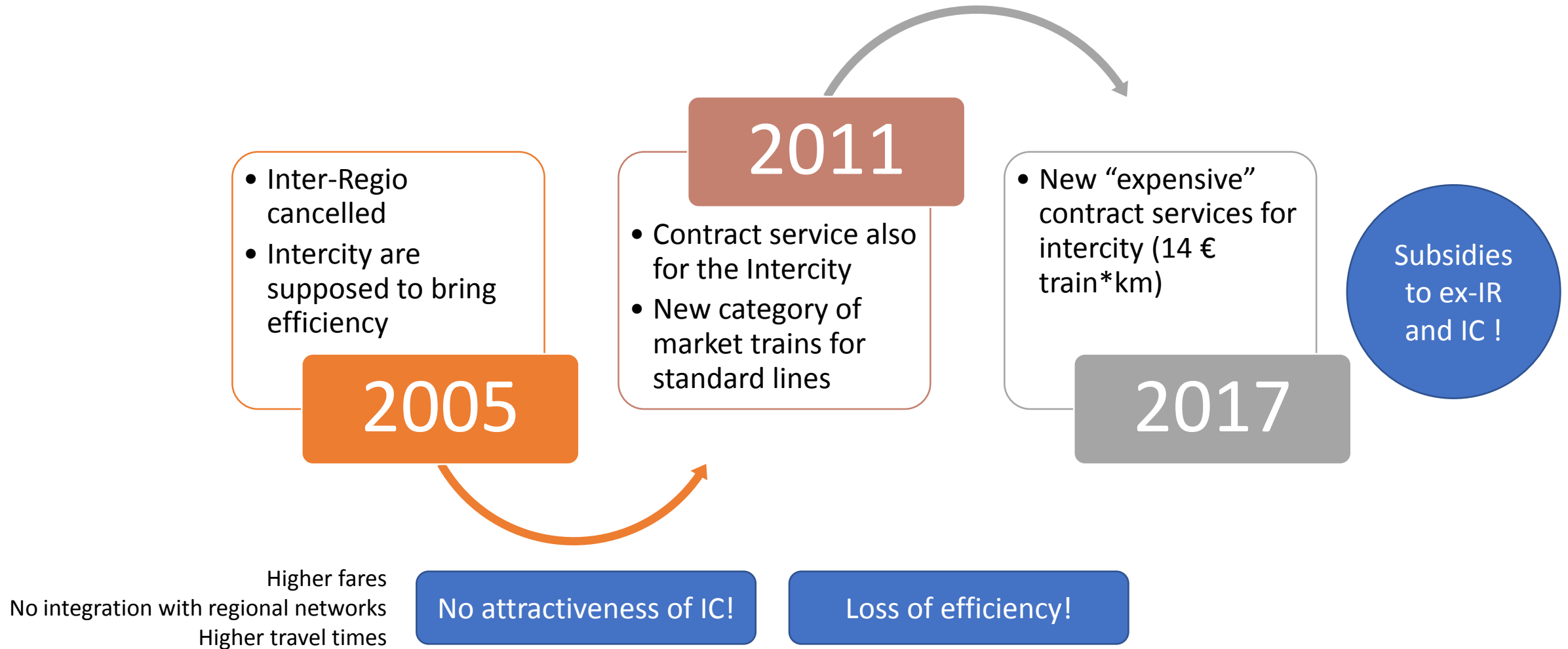
# Evolution of demand (Bologna-Torino/Genoa)



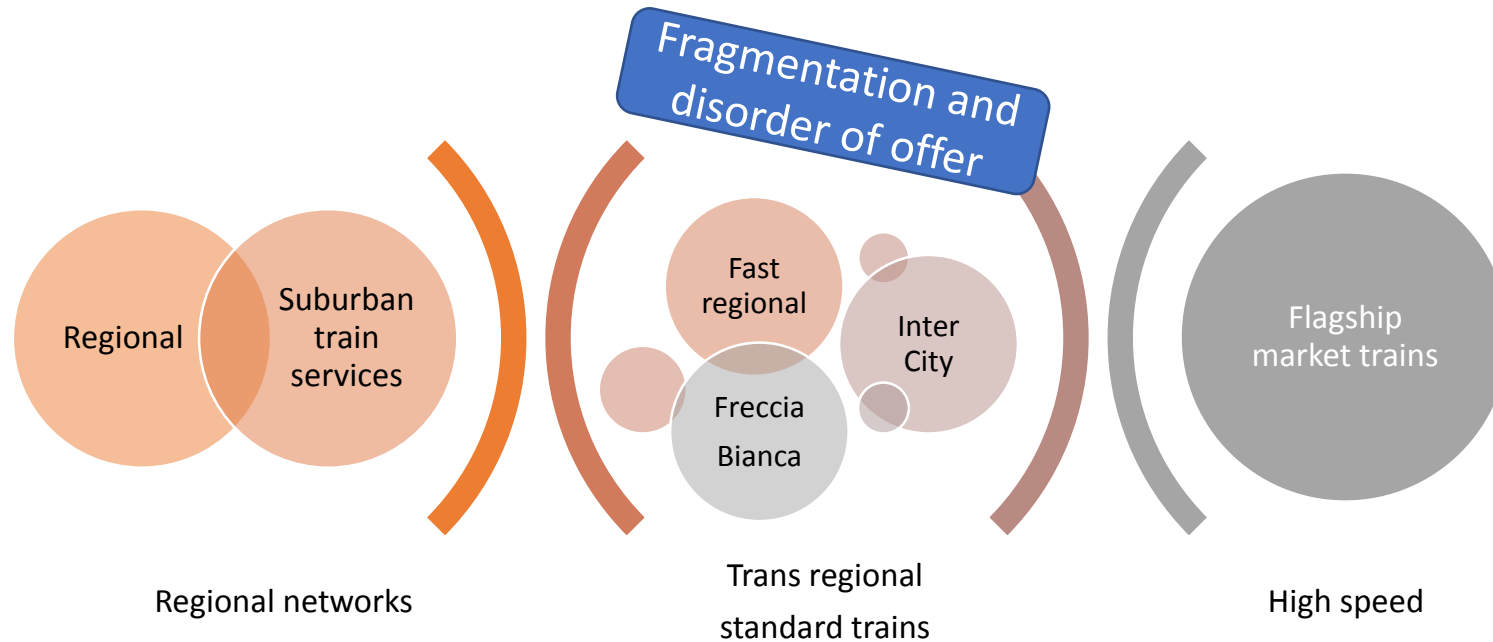
# Evolution of demand (Bologna-Torino/Genoa)



# New strategy – loss of efficiency

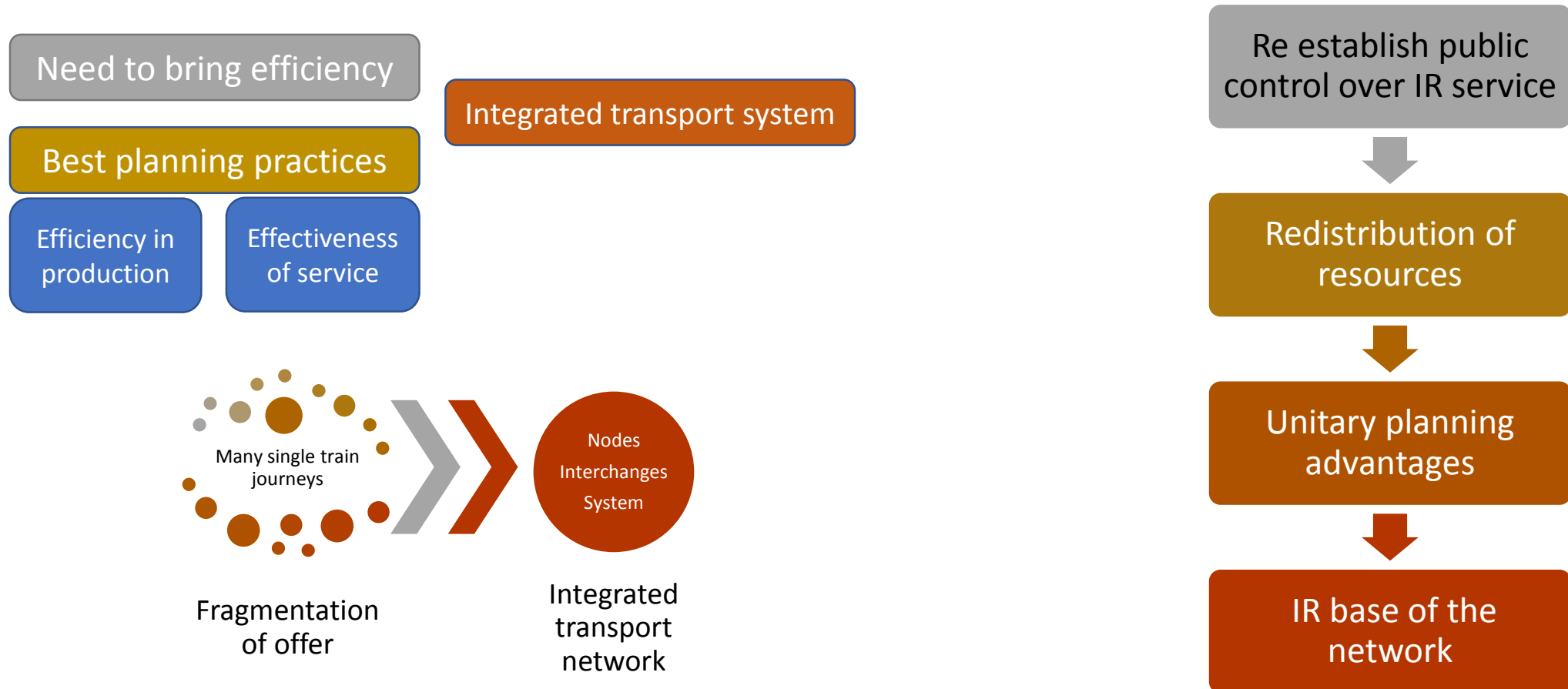


# New strategy – loss of efficiency

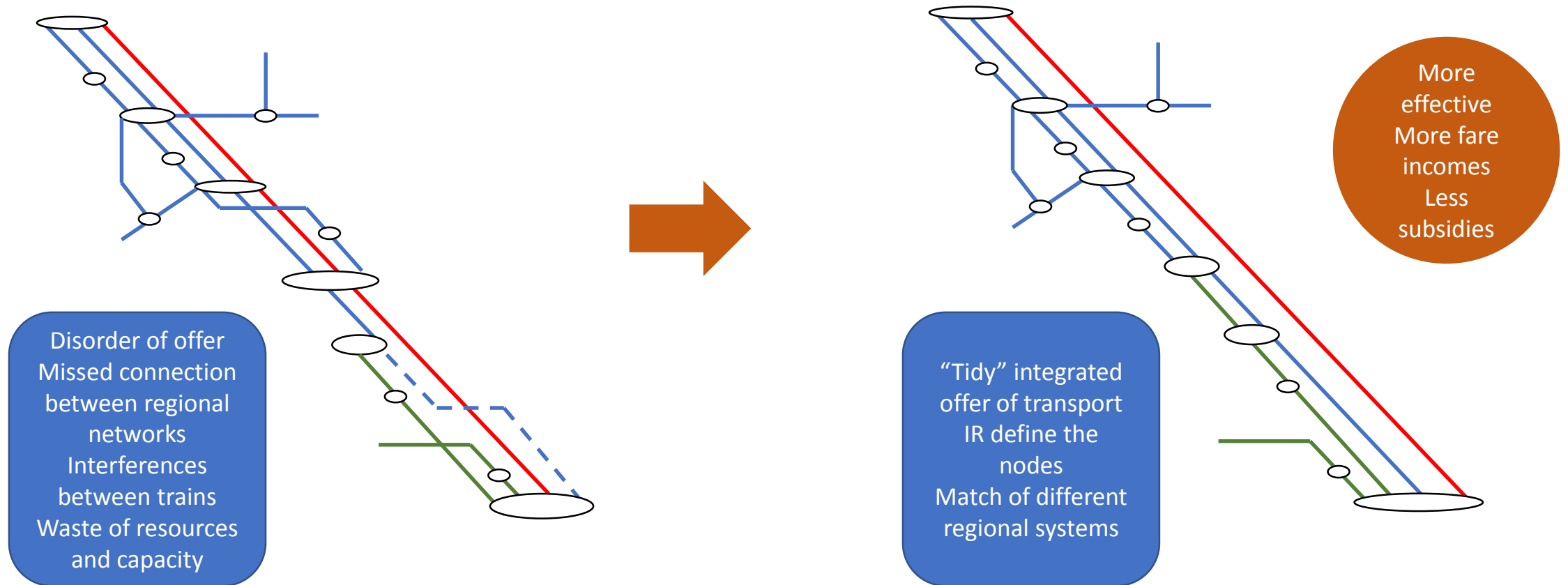


- 3 categories of train (2 subsidized, 1 on market)
- 3 different fare systems
- 3 different planning bodies

# Proposal



# Proposal



# Proposal

## Opponents



- ☐ Market services
- ☐ Lack of vision and coordination of regional governments
- ☐ Monopoly of national rail operator (only actor with coordination capabilities)

## Solutions



- ☐ New rules for running passenger services
- ☐ Force the cooperation for IR trains or change the competences
- ☐ Public tender for service commitments



# Proposal

## Fare integration



- ☐ Maintain regional fare systems
- ☐ All trains are accessible at the same fare  
(Regional fare allows access to IR/IC)
- ☐ Trans-regional journeys' tariff: sum of linear fares of regions crossed
- ☐ Allows the redistribution of fare incomes between high revenues lines and small services

## New rules for market services



- ☐ Allow market services where market exists and brings advantages to user
- ☐ Market services on long distance/high speed  
(elastic demand, more operators)
- ☐ Limit the interferences with planned system  
(fare competition, timetable)
- ☐ Minimum distance of stops: 150 km

# Proposal

## Coordination

### ☐ Hypothesis 1

☐ Ministry takes competences for all trans-regional trains

☐ Need to coordinate service with regions (but solutions can be imposed)

☐ Impoverishment of regional contract services



### ☐ Hypothesis 2

☐ Transfer of all competences for trans-regional trains to regions

☐ Need to force the collaboration of regions (incentives, resources provision)

☐ Development of 1-to-1 IR service, risk of cutting longer services



# Proposal

## Assignment of public commitments



- ☐ Competition for the market
- ☐ Public authorities substitute the market (define the organisation of service)
- ☐ Public tender for the assignment of public commitments
- ☐ Evolution towards a larger use of public tender (small lots, property of rolling stock, access to infrastructure)

Need of  
competences  
and  
resources in  
public  
bodies!

# Conclusions

Deregulation towards market trains of IR service + regionalisation without coordination  
brought to a relevant loss of efficiency of the medium distance rail service

Public governance of Inter-Regio rail services can bring efficiency in this transport segment

Use best planning practices to develop an **INTEGRATED TRANSPORT SYSTEM**

All trains play a defined role in the network

“Rich” train incomes can sustain minor services

Less costly

More effective

(offers travel solutions for everyone)

More competitive

(right to mobility)

Thanks for attention