Adopting flexible development policies - a successful approach to modernise CEEC’s public transport systems

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The main questions during the transition period:

• What is the best approach while developing sustainable and affordable transport services?

• How to adopt the reach experience of the old EU members and in the same time preserve the advantages of the own traditions?
How for example, to replace these veterans, serving already more than 25 years...
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...by such comfortable, energy efficient and environment friendly vehicles?
As a rule several options exist:

- *To find out some financial scheme allowing gradually to put in operation brand new vehicles*
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• To buy refurbished second car rolling stock
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• To refurbish your own rolling stock using local capacities
There is not a universal solution! The right decision will always depend on the specific conditions.
SPUTNIC was a very good opportunity once more to consider this issues, to analyze good practices from different European countries and to look for appropriate solutions.
In the Cluster *Equipment and Operational Aspects* three actions areas have been considered:

- *Infrastructure*
- *Rolling stock*
- *Innovative technologies*

The best solution was always result of a flexible approach.
Example 1: The production of the Leoliner tram in Leipzig
Positive effects:

• improvement of the rolling stock standards at affordable price;
• promotion of the local economy and prevention of workplaces reduction;
• procurement of reliable and maintenance friendly vehicles;
• easy transferability to the CEEC.
Example 2: Launching the Demand Responsible Transport service (Tele-Bus) in Krakow
Positive results:
• significant improvement of the operation efficiency without essential investments
• efficient know-how transfer (from Genoa, Italy) and cooperation in several project related activities: operation planning, ICT application, staff training etc.
Example 3: Development of new in-real-time passenger information system by the Sofia Public Transport Company (SKGT)

Information about expected vehicles arrival times is available on the internet company’s site and by phone.

A similar system (Dynamic Passenger Information System) has been developed and implemented by Leipziger Verkehrsbetriebe GmbH.
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- ПЛ. ОРЛОВ МОСТ
- СТУДЕНТСКИ ГРАД - СУ КЛИМЕНТ ОХРИДСКИ
- ХОТЕЛ ПЛИСКА
- Ж.К. ИЗТОК
- РЕПУБЛИКАНСКИ НЕВРОДИСПАНСЕР
- ТЕХНИЧЕСКА БИБЛИОТЕКА
- ПОСОКА 5-ТИ КИЛОМЕТЪР
- РЕПУБЛИКАНСКИ СПОРТИВЕН ЦЕНТЪР
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- РАДИОТЕРАПИЯ
- СЪЕДИНЕНИЕ С ВСЕЛЕНЦЕ
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- ЛТУ
- Ж.К. ДЪРВЕНИЦА
- ГИМНАЗИЯ "ДАУ" "БОТЕВ" ВОЕННА АКАДЕМИЯ
- СТУДЕНТСКА ПОЛИКЛИНИКА
- ДЕТСКИ ДОМ
- СПОРТНА ЗАЛА ХР. БОТЕВ
- ДЕТСКИ ЯСЛИ
- ЗИМЕН ДВОРЕЦ НА СПОРТА
- СК НА НСА
- СТУДЕНТСКИ ГРАД

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Positive effect:
Implementation of a modern in-real-time information system without considerable investments in electronic panels on the stops.
Example 4: Introducing a new fleet management system by the SKGT

As a result of efficient cooperation with a small local company a GPS based system has been successfully developed and put in operation. Also in this case the project in Sofia has its double in Leipzig – the Computer Aided Operation Control System (COCS) which has similar characteristics.
Positive effects:
• a modern system has been developed at low price;
• new ICT technologies have been successfully implemented;
• local production capacities have been stimulated;
• good partnership has been established.
Example 5: Passenger information system for vision impaired travellers in Prague
Positive results:

• considerable contribution in ensuring accessibility to the PT for all citizens;
• an information system with good functionality;
• successful transfer to Dresden.
Example 6: Introduction of Quality Bus Corridors (QBC) in Dublin
The part of the dedicated lanes for buses has been enlarged up to 60% in an attempt to overcome the traffic congestion problems.
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Positive effects:

• the average buses’ speed has been increased which positively impacts on the PT attractiveness;

• an efficient solution has been achieved on a simple way, without large investments.
In some cases the good practices from Western Europe need more efforts and persistence to be applied in the CEEC. The first steps to build a veloroutes network in Sofia for example, has shown that the lack of traditions can be also a serious obstacle.
The cases briefly discussed here can not settle the whole variety of situations and possible solution. In some cases the managers involved take quite unusual actions. For example, the Mayer of Kyustendil proposed to the Municipality Council to introduce a regular bus service in the city....free of charge for all citizens.
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Kyustendil has only 66 000 inhabitants.
The whole investment will amount at 150 000 €. However, now the municipality is expending about 25 000 € for paying free monthly tickets to retired people. Besides, a subsidy from the government is expected of at least 10 000 €. In this way the Municipality Council hopes to solve the parking problems in the city centre and to provide a good transport to the population.
Conclusions:

• *Flexibility and creativity are conditio sine qua non for efficient development of the modern PT system elements. They are particularly important for the infrastructure and rolling stock modernization and refurbishment which need considerable investments.*

• *Good opportunities exist for supporting actions in this field through combined financing schemes where local industry and SME can participate.*
• Since some activities carried out in different cities of the CEEC are aiming the same targets and follow similar strategies, it would be more advantageous for the institutions involved to join their efforts in an efficient partnership.

• Experience and information exchange between PT administrations, local and government institutions and industrial companies from CEEC and Western Europe are of utmost importance for development of sustainable transport services in the European cities.
Projects like SPUTNIC are playing a very important role in this process and are significantly contributing to the successful achievement of our goals.
Thank you for your attention!