

Integrated public transport system as the bridge reducing disparities between the metropolis, the metropolitan area and the whole region



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Agenda

- Brief introduction of the Region and Metropolitan area
- Integrated Public Transport - what it is and how it works
- Impacts of the quality public transport to city, metropolitan area and region
- The succesful stories of IDS JMK
- The challenges for public transport



Brief introduction of the area

South Moravian Region – one of 14 self-governing regions in the Czech Republic,

Population - 1.2 mil., GDP: 20 600 € / res.

Mono-centric region with a strong core Brno

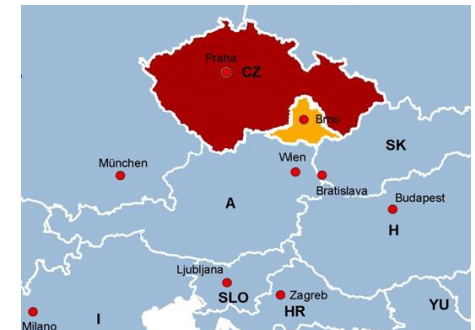
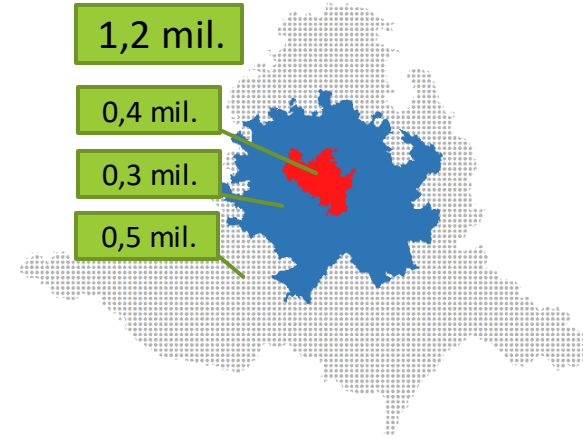
2 TEN-T corridors: Baltic-Adriatic / Orient-East Med = transit

Brno – city of universities – many students from Slovakia

Self-governments:

- Region with responsibilities for e.g. PT, healthcare, high-schools, regional development and planning
- City of Brno – responsible for city related issues
- 673 municipalities

Brno metropolitan area is a technical unit.



Integrated public transport

Region orders reg. trains&buses,
Brno + 7 other towns – order city PT

KORDIS JMK – PT authority – responsible for network, timetables, ticketing, revenue allocation, direct PT management, tenders... 20th anniversary

IDS JMK – name of the integrated PT system – means the same tickets, same prices and rules, >20 operators, brutto contracts.

Main idea of PT integration

- cooperation of transport modes
- one strong co-ordinator
- operators not depending on revenues – brutto contracts
- common marketing, journey planner
- common ticketing and price

High frequency of connections even at weekends.



train, tram, bus, t-bus

>1300 vehicles

>330 lines

>35.000 connections daily

>3.800 stops

>20 operators

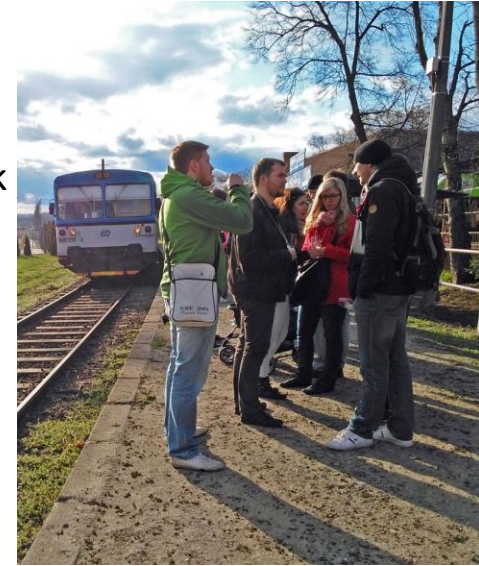
Impact of quality PT on regional development

Local and regional PT can never be self-financing. Public funding necessary.

4 WIN situation:

- Residents of disadvantaged areas – possibility to reach the areas with work opportunities / schools – savings on transportation / accommodation
- Residents of suburban areas – quick and frequent connection to the downtown, no hassle with parking
- Residents of the core city – less commuting cars, possibilities to reach the job outside the city limits.
- Region and municipalities – reducing structural disparities, reducing depopulation of segregated areas, broader choice of labor forces for investors, wider catchment area for shops and services, lower need for parking facilities and roads construction, lesser congestions, support of tourism ...

The C/B ratio of integrated effective PT system is unmeasurable. But after including all side effects and externalities the results are worth to finance...



Successful stories of IDS JMK



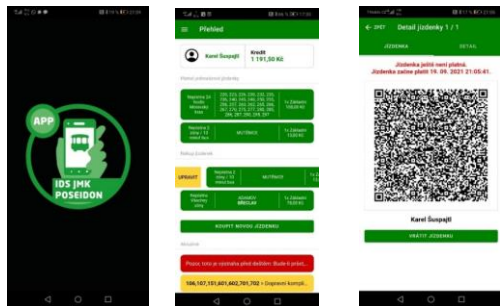
Central dispatching



Electronic information panels, on-line vehicle positions



Fleet of new buses - LF, AC, more space for pram & w-chair



QR code ticketing
Information app



Ticketing on bank cards /
computer development



New rolling stock in
ownership of SMR

Future challenges for IDS JMK and PT

At the moment:

- energy and gas prices in winter time

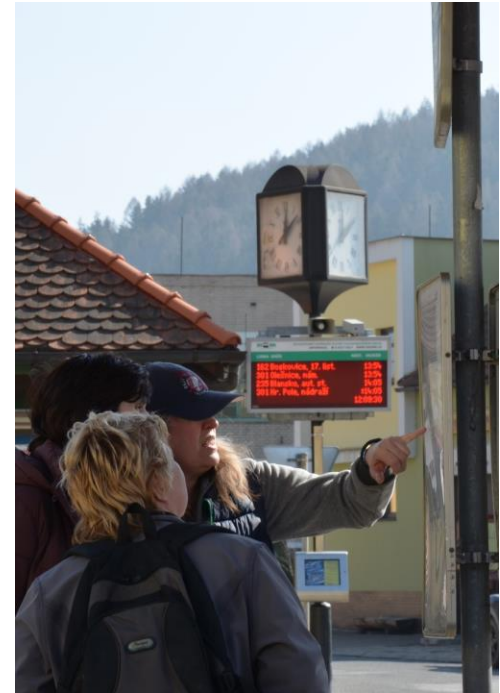
Close future:

- change to electronic ticketing only (ticket-wende 😊)
- stop of personal ticket sales at the stations and trains

General challenges:

- MaaS and not clear understanding of its meaning
- Shared services + e-mobility
- Autonomous vehicles – potential threat for PT
- Many solutions, many apps...

„A thousand times nothing has redeemed the donkey.“ – too many possibilities for sustainable transport could end by using a car.



Thank you for your attention!

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