



**Development of the Railroad and Regional Public Transport**   **Summary**  
**Report 2014:14**



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**Transport Analysis**

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# Summary

This evaluation is based on the premise that if the share of trips by and ridership of public transport are to increase, first the supply must increase or improve in quality.

Changes in supply can be approached from two angles, i.e., either the volume of existing commercial services or the volume of the total public transport supply, which is indeed dominated by publicly financed services. If we consider public transport in its entirety, it is clear that the commercial contribution has been extremely modest, particularly with regard to regional public transport. However, if we instead make comparisons with existing commercial public transport services, for example, airport buses, the contribution has been significant. Not least, many market actors are making trials. Our study of newly registered lines shows that roughly half of the 59 transport lines registered over the last three years were still operating in October 2014. The types of lines range from shopping mall connections, tourist-oriented lines connecting terminals and ferries with points of interest, and other complementary lines using existing or under-used resources during off-peak hours. Naturally, some are only operating during peak seasons, when demand is high.

Our 2013 statistical report, *Commercial Scheduled Services by Road*, indicates that the supply of domestic commercial bus traffic grew in mileage by 8% from 2012 to 2013. Before the reform, commercial intra-county transport service was restricted. In 2013 however, commercial intra-county bus mileage represented about 22% of the total commercial bus mileage in Sweden, and the number of intra-county commercial bus boardings represented about half of the total commercial bus boardings. Given that commercial bus service accounts for only about 4% of all bus service, including publicly procured public transport, these contributions are not notable in the larger picture. It is notable that publicly financed services are increasing even more than commercial services are, as is evident from our comparison of the national timetables for 2012 and 2014. The shares of both commercial bus service and, most importantly, commercial rail service have decreased, this decrease occurring primarily in interregional and international services. It is primarily the initiatives of the regional public transport executives that have had an impact, and this trend is accelerating with the elimination of administrative impediments to inter-county services.

In the area of long-haul rail service, commercial service has been dominated by Swedish State Railways (SJ AB), which ran roughly 90% of the supply. The alternatives were few and modest until Train Plan 14. On the other hand, a difficult situation arose when the Swedish Transport Administration was to allocate capacity to three comparable companies that wanted access to the same train paths. The Swedish Transport Administration has now initiated a process to further develop the train path allocation process.

It is difficult to say just how much travel has changed since the reform. According to the 2013 statistics from *Commercial Scheduled Services by Road*, the number of trips has decreased by 4.4% while the transport mileage has increased by 1.7%, which indicates a lengthening of the average trip.



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.