

## **SYNTHESIS OF THE QUESTIONNAIRE ABOUT THE EFFECTS OF ECONOMIC CRISIS ON PUBLIC TRANSPORT**

The questionnaire was launched last April, and had twenty questions, which could be distributed in the following groups:

- Demand behaviour (questions 1-4).
- Measures adopted on the services or on the operators' contracts (questions 5-9)
- The effects on investment projects (question 10)
- Fare policy (question 11-14)
- The effects on commercial and marketing activities (questions 15-16)
- Measures adopted with regard to the use of private car (question 17)
- Funding (questions 18-20)

Nineteen answers were received (Amsterdam, Barcelona, Berlin, Birmingham, Brussels, Budapest, Hamburg, Helsinki, London, Madrid, Manchester, Montreal, Paris, Prague, South Yorkshire, Stockholm, Stuttgart, Valencia and Vilnius), and some of them (Barcelona, Birmingham, Madrid, Prague, Stuttgart, Vilnius) completed their answers afterwards in October.

### **The effects on demand**

Seven of the authorities declared a clear decrease of the demand (Barcelona, Madrid, Manchester, Paris, Prague, Valencia and Vilnius); additionally, Amsterdam, Budapest, London and South Yorkshire have observed signs of decreasing or are in expectation of it, and, on the other hand, Brussels and Helsinki present lower index of increase than the last years. The rest of the authorities (Berlin, Birmingham, Hamburg, Montreal, Stockholm and Stuttgart) have noticed either increase or no impact on the number of passengers carried. In short, we can state that two thirds of the areas analysed are suffering decreases of the demand due to the economic crisis.

Concerning the types of tickets, its composition is rather changing as a consequence of the effects on demand. Among the authorities having declared demand decreases, some of them state that monthly travel passes are decreasing in favour of those weekly or of shorter periods of time, and, at the same time, they observed –with some exception-, a lower usage of travel cards. So, it could be a reflection of the drop of the general activity. Journeys by leisure or shopping, as well as tourist tickets, have decreased in several cases (Madrid, Manchester, Prague, South Yorkshire), and, by modes, the most important drops are observed in rail modes rather than in buses.

With regard to the private/public share, no significant change is noticed, although in some cases (Amsterdam, Barcelona, Vilnius) it has been observed a decrease of private traffic also, and even Berlin, Birmingham and Helsinki have noticed slight transfers to public transport.

### **The measures adopted on the services**

With regard to the measures adopted, the authorities affected have declared, in general terms, to have implemented or studied some plans to reduce the services, adapting the supply to the new circumstances of the demand (Madrid, Manchester, Prague, South

Yorkshire, Valencia, Vilnius), or were decided before the crisis (Budapest). London and Helsinki recognize savings for the future plans. Nevertheless, in other cases the plan of increasing services continue to be undertaken (Barcelona), or even they will be increased (Montreal). In general terms, no relevant measures on the contracts with operators have been taken.

### **The effects on investment projects**

Only five of the authorities declare restrictions or reductions of the investment projects, either on infrastructure or on rolling stock (Brussels, Madrid, Manchester, South Yorkshire and Vilnius). On the contrary, in some cases, such as Berlin, London and Montreal, additional investments are being promoted, and in the case of South Yorkshire both possibilities coexist: investments in new vehicles will be probably reduced, but an extra public investment on congestion/priorities scheme has been proposed.

### **The fare policy**

With regard to fare policy, the main conclusion is that in general it has continued its own rules, without being affected the crisis. Prices of tickets have been modified in 2009 without taken into account the economic situation, except for very few cases, in which some special measures have been adopted in order to help several groups of population especially damaged (Birmingham and London). Inflation rate is the most generalised index regarding to the annual prices updating.

### **The effects on commercial and marketing activities**

Expenditures on commercial, marketing, promotion and communication activities have not been affected up to now, in the majority of the authorities. Only Budapest, Madrid, Valencia and Vilnius state having reduced their budgets in that respect. Stockholm will reconsider the channels for marketing activities, since there are unsold advertising spaces.

### **The measures adopted with regard to the use of private car**

Seven authorities declare not to have considered any strategic measure with regard to the use of private car at the moment, although some of them could be studying to take measures in that respect, but not as a consequence of the crisis, but taking part of the general strategy to promote public transport (Hamburg, Helsinki, London, Madrid, Manchester, Stuttgart, Valencia).

In other cases, the problem consists of not to have the control on these policies (South Yorkshire). In the rest of the authorities, either there are different long term mobility plans which include measures on this matter (Berlin, Brussels, Stockholm), or concrete measures related to toll systems (Prague), fares to HOV and clean vehicles (Barcelona), or a global plan to reduce road congestion (Birmingham). On the contrary, in Amsterdam a delay in the introduction of the foreseen system of road pricing has been announced, and in Paris measures for helping the car industry have been decided at national level.

## **The funding measures**

Very few cases have been declared with regard to the search of new funding sources. Birmingham is studying a parking levy, land value tax and other new possibilities; Brussels foresees to introduce a congestion charge by means of “pay as you ride” for 2015-2017; in Helsinki there are long term studies regarding congestion charges in progress; Montreal continues with the petrol tax created some years ago and Vilnius is preparing a congestion charge while entering old town.

Concerning the evolution of fare incomes, those who have stated a decrease of their demand, in general terms declare a decrease of the fare incomes in a similar proportion, except in the case of Vilnius, due to the significant prices modification which was taken. Changes of the contribution of fare incomes in the costs' coverage are consequently not expected.