INTEGRATED PASSENGER TRANSPORT MODEL IN AREA OF ZAGREB CITY, ZAGREBAČKA COUNTY AND KRAPINSKO-ZAGORSKA COUNTY

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1. SHORT DESCRIPTION OF INTEGRATED TRANSPORT PASSENGERS PROJECT

1.1. FIELD OF THE MODEL’S IMPLEMENTATION

The project idea is to implement a model of integrated passenger transport in the City of Zagreb and its neighboring Zagrebačka and Krapinsko-Zagorska County.

It involves application of common tariff, compliance time tables, common income and cross-compliance, compliance infrastructure and logistics involved carriers and transport systems.

This idea is evolving from the mid 90s of last century to the present.

- Implementation area of Zagreb IPP includes City of Zagreb, Zagrebačka and Krapinsko-Zagorska County and covers area of approx. 5 000 km²
1. SHORT DESCRIPTION OF INTEGRATED TRANSPORT PASSENGERS PROJECT

1.2. DEMOGRAPHIC CHARACTERISTICS OF DEPLOYMENT AREA FOR IPT MODEL

<table>
<thead>
<tr>
<th>ESRI 2009</th>
<th>Grad Zagreb</th>
<th>Zagrebačka županija</th>
<th>Krapinsko-zagorska županija</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>789.895</td>
<td>329.397</td>
<td>135.175</td>
</tr>
<tr>
<td>Males</td>
<td>367.014</td>
<td>160.434</td>
<td>65.831</td>
</tr>
<tr>
<td>Females</td>
<td>422.881</td>
<td>168.963</td>
<td>69.344</td>
</tr>
<tr>
<td>Households</td>
<td>287.353</td>
<td>103.175</td>
<td>42.803</td>
</tr>
<tr>
<td>Persons per hh</td>
<td>2.7</td>
<td>3.2</td>
<td>3.2</td>
</tr>
<tr>
<td>Population growth</td>
<td>1.0</td>
<td>2.0</td>
<td>-2.0</td>
</tr>
<tr>
<td>Population density</td>
<td>1.240</td>
<td>108</td>
<td>110</td>
</tr>
<tr>
<td>Age 0 - 14</td>
<td>118.429</td>
<td>52.229</td>
<td>20.210</td>
</tr>
<tr>
<td>Age 15 - 29</td>
<td>148.192</td>
<td>65.052</td>
<td>26.222</td>
</tr>
<tr>
<td>Age 30 - 44</td>
<td>175.631</td>
<td>71.016</td>
<td>27.876</td>
</tr>
<tr>
<td>Age 45 - 59</td>
<td>167.188</td>
<td>72.483</td>
<td>29.724</td>
</tr>
<tr>
<td>Age 60 +</td>
<td>180.455</td>
<td>68.617</td>
<td>31.143</td>
</tr>
<tr>
<td>Emp/100 km²</td>
<td>450.997</td>
<td>90.787</td>
<td>39.406</td>
</tr>
<tr>
<td>Area [m²]</td>
<td>634.6</td>
<td>3.044.15</td>
<td>1.226.47</td>
</tr>
</tbody>
</table>

- According to the latest population register, area is populated with more than 1,250,000 inhabitants, out of which 600,000 is employed.
1.3. CONCEPT OF INTEGRATED PUBLIC PASSENGER TRANSPORT (IPP) IN ZAGREB

- From total of 32 operators, 6 of them generate 94% of transport impact

- 6 international railway lines
- 2 regional railway lines
- 2 local railway lines
- 589 different route (bus, tram, train)
- 32 different operators
- 2000 stations
- 1,2 - 1,3 mil journeys is daily average
2. OBJECTIVES FOR DEPLOYMENT OF IPT MODEL

The basic objective of applying the model of integration of passenger transport in the City of Zagreb, Zagrebačka and Krapinsko-Zagorska county is to increase the quality and consequently the attractiveness of urban and suburban transport, in order to strengthen its competitiveness in relation to the individual motor traffic, thus limiting its further growth, which has become a significant threat to further sustainable development of cities.

Increasing the attractiveness of public transport would significantly increase its participation in the modal distribution (ie. Modal Split), which is at present unfavorable for the city and its environment and is estimated slightly in favor of motorized traffic (45% public, 55% of individual motor transport).

Using the IPT model intends to provide a better ratio of approximately 55:45 in favor of public transport. In addition to the direct positive impact of these measures, IPT model will achieve:

- Higher quality of transport services with the ability to reduce their costs
- Customer satisfaction due to the choice of the best forms of transport and transport carriers
- Time savings and the ability to reduce travel time, which will be realized by virtue of significant involvement of HŽ in the metropolitan suburban transportation, as well as with the alignment of timetables
- Possibility to travel using one ticket for any line in the area of integration
- Uniformity of beneficiaries’ treatment in securing benefits in the cost of transportation in the area of integration (pupils, students, retired, unemployed, disabled and other social groups)
- Rationality of transport by virtue of discouraging parallel lines of several carriers and shipping forms in the area of integration.
3. PARTNERSHIP IN IPT PROJECT

Partners in the IPT project are City of Zagreb, Zagreb County, Krapinsko-Zagorska County.

This partnership was formalized via Agreement on the integrated passenger transport and tariff-shipping union, signed in 2012.

Based on this Agreement, partners so far jointly participated in the financing of preliminary documentation for IPT.

In recent years, the Ministry of maritime affairs, transport and infrastructure has been more actively involved in support of this project.

As further implementation of the project and its financial support from EU requires adoption of strategic document concerning development of transport in the area of implementation, partnership of the City and County expanded so as to include common transport strategy, traffic model and Masterplan.

Partnership in this project continue expanding to MPPI and involved carriers, transportation associations and guilds.
4. REVIEW OF ACTIVITIES AND DYNAMIC PLAN OF REALIZATION OF IPT MODEL

-implementation of a pilot model of joint ticket
-implementation of the model in the domain of rail

1996.
-introduction to the models in the domain of eu

2008.
-feasibility study of ipt in the city of zagreb, zagreb county and krapinsko-zagorska county

2011.
-motivation and support
-preparation for applying to eu funds for the european financial support

2012.
-agreement signed by the city of zagreb, zagreb county and krapinsko-zagorska county about ipt and transportation tariff union

2014.
-managing company was established for ipt in zagreb county of itza

* IPT (integrated passenger transport)

* ITZA (integrated traffic zagreb area)

START UP phase is planned for 2018, when it should be implemented by the planned program of activities, including a minimum of organization of ITZA, a joint tariff, joint management revenue, compliance of equipment billing and joint info system.
CONCLUSION

So far, the IPT project had many difficulties primarily relating to the mismatch of transport policy district administration, lack of legal regulation in this area and still relatively low public awareness.

It is particularly important to provide financial support, both in terms of funding the project regarding the adaptation of transport infrastructure as well as to cover the operating costs of the carrier-operators involved in the IPT system.

Financial support in the form of subsidies for unprofitable lines and social benefits is crucial for the sustainability of the model.