

# The Public Transportation Act – a follow-up



## Foreword

The Public Transportation Act (2010:1065) came into force on 1 January 2012. One effect of the new Act was to allow public transportation companies to freely establish commercial public transport in all geographical market segments. The restriction that had previously prevented commercial transport companies from providing local and regional public transport was removed, which was expected to increase the dynamics of the public transport market and thus help to bring about a broader range of public transport and increased use of transportation. According to the proposal, the new regulation could lead to a larger number of alternatives as regards travel and greater freedom of choice on the part of travellers. The debate that ensued when the new law was presented focused on regional public transport, and possible problems of demarcation in relation to interregional (national) public transport played a less prominent role.

On 19 November 2015, the Committee on Transport and Communications decided to carry out a follow-up of the Public Transportation Act. The starting points for the follow-up were the transport policy objectives and the legislation in this area. Important aspects of the follow-up were the rights of travellers, market access for transport companies and the actions of regional and central government agencies. The points of view of passengers and other actors constitute an important part of the follow-up.

The follow-up has been conducted by the follow-up and evaluation group of the Committee on Transport and Communications, comprising the following members of the Riksdag: Lars Mejern Larsson (Social Democratic Party), Chair, Anders Åkesson (Centre party), Erik Ottoson (Moderate Party), Emma Wallrup (Left Party), Jimmy Ståhl (Sweden Democrats), Lars Tysklind (Liberal Party), Karin Svensson Smith (Green Party) and Robert Halef (Christian Democrats). In the light of what has transpired in the follow-up, the follow-up group considers that a general review should be carried out of the Public Trans-

portation Act. The review should take account of the observations and assessments made by the group in the follow-up.

The documentation for the follow-up was produced by Inquiry Chair Peter Strand at the Evaluation and Research Secretariat at the Riksdag in cooperation with Committee Secretary Cecilia Forsberg at the Secretariat of the Committee on Transport and Communications.

The follow-up was completed in May 2016. The evaluation group's report has since been published in the series Reports from the Riksdag (Report 2015/16:RFR14). This brochure provides a summary of the results of the follow-up.

The follow-up group's observations and assessments in brief

#### **Overall assessment**

In the light of what has transpired in the follow-up, the follow-up group considers that a general review should be carried out of the Public Transportation Act. The review should take into account the observations and assessments made in this follow-up.

Using the recommendations of Transport Analysis – the Swedish Agency for Transport Policy Analysis – as a base, the follow-up group's assessment is that special attention should be devoted to the following points.

- In light of the transport policy objectives, we should be clear about how the future regional public transport and the long-distance passenger traffic by rail is to be and how they are intended to interact. The balance between subsidised and commercial traffic as well as that between continuity, flexibility and innovation should be clarified.

- The need for a national plan for traffic provision for railways, which should also state what railways and their various sections should be used for, should also be looked into. Today's system, which is lacking in overall control, results in a railway network plan that is far from optimal with the given resources in the form of railway track capacity.
- Access to and conditions for common infrastructure including information systems and well-coordinated ticketing systems may need to be regulated.
- The regional public transport agencies (RPAs) must work together with the transport industry to develop and follow up agreements for subsidised transport services.
- The actors in the transport industry should together analyse what is cost-intensive in regional public transport and see how the costs can be better controlled.
- In cases where the desire is to continue along the chosen path, the need for a national authority to support RPAs should be considered.

### **Bus services**

The follow-up includes a study that shows that the conditions allowing bus companies to operate commercially on individual routes inside an existing regional public transport system are very restrictive. Furthermore, the follow-up group notes a report which describes major obstacles to regular commercial traffic within all focus areas that were studied and notes that current conditions will not allow much new regular commercial traffic in Sweden.

The follow-up group considers that these are questions that should be focused on in a coming review.

## **Railway services**

The follow-up group shares the view of the Inquiry into the Organisation of the Railway that conditions for commercial (interregional) passenger rail traffic services are not satisfactory in relation to the regional railway traffic operated within the framework of the RPAs and that developments in recent years do not follow the overall intentions that existed when the Public Transport Act was decided upon.

## **Right of recourse**

The follow-up group notes that several actors in the public transport sector have raised the question of a national right of recourse in the railway sector. The follow-up group notes that the right of recourse has been investigated by the Railway Traffic Inquiry and that a proposal on this matter is now being considered at the Government Offices.

## **The rights of public transport passengers**

The follow-up group notes that the rights of public transport passengers are regulated in the new Act on the Rights of Public Transport Passengers and in the EU's Passenger Regulations. The follow-up group takes a positive view that the rights of public transport passengers have now been strengthened and clarified, which can create conditions favourable to an increase in the use of public transport. The group believes that it is important that experiences gained from the new Act are followed up at a later stage when it is possible to get an all-round and thorough picture of the effects of the Act.

The follow-up group also wishes to point out how important it is that travellers are informed of the rights they have under the laws and ordinances that apply to public transport and that the responsibility for ensuring that this information is conveyed is clarified.

## **Accessibility for people with disabilities**

The follow-up group considers that the concept “fully accessible” in the law should be more precisely defined and that the problems connected to coordination and responsibility for disability issues in public transport as highlighted by the Swedish Agency for Participation should be reviewed. The group also considers that the Government should get back to the Riksdag with an account of the efforts that have been made and the results that have been achieved in connection with the follow-up of the Committee on Transport and Communications entitled *Hela resan hela året!* (“The Entire Journey All Year Round!”)

## **Common functions**

In the follow-up, a whole range of problems have emerged in connection with the common functions of public transport such as interchange points, information, and ticketing and payment systems. When it comes to interchange points, the follow-up group considers that the problems connected with responsibility and coordination that have emerged in the follow-up should be reviewed and clarified. According to the follow-up group, the problems connected to ticketing and payment systems should also be reviewed. In the follow-up *Hela resan hela året!* (“The Entire Journey All Year Round!”), the follow-up group pointed out that it is important to work on simplifying ticket purchasing. This view also remains in this follow-up.

The follow-up group takes a positive view of the Resrobot system, which, when fully developed, will mean a solution to many of the problems connected to information and ticketing and payment systems. The group notes that knowledge about Resrobot is limited and that marketing of the system is therefore an urgent task.

## **The actors on opening up the market**

The follow-up group notes that the fact that regional public transport authorities have opened up to the market has had a very limited impact as regards new commercial traffic. Some actors have launched various

proposals for how commercial traffic and the private alternatives can be promoted. These are issues that should be addressed in a coming review, according to the follow-up group.

### **The Swedish Doubling Project**

As far as the Swedish Doubling Project is concerned, the follow-up group wishes to pay particular attention to the Riksdag's announcement in the spring of 2015 concerning doubling the size of public transport services.

Improving the opportunities enabling people to choose public transport to a greater extent is a part of the transport policy objective established by the Riksdag in 2009. This objective for the transport sector from 2008 is also a clear statement of ambition that the follow-up group would like to emphasise.

### **The costs of public transport**

In common with several actors, the follow-up group considers that developments in price and cost regarding public transport are worrying and a problem when it comes to the ambitions of the sector's doubling project.

### **Governance, responsibility and consultation**

The follow-up group has noted that the responsibility for regional public transport lies with municipalities, county councils and RPAs. The ability of the state to control regional public transport is limited and the major part of public transport services is handled at the regional level and with more or less exclusive responsibility by the 21 regional public transport authorities.

The follow-up group wishes in this connection to pay particular attention to the recommendations that primarily apply to the RPAs and the regional authorities and that are presented in a report from the Expert Group on Public Finance on Governance in Public Transport.

The recommendations are about the need for a learning organisation, improved cost efficiency and a new politicians' role.

The follow-up group also wishes to highlight the proposals on governance and the division of responsibility within the railway sector which were presented by the Inquiry into the Organisation of the Railway. The proposals are also significant for regional public transport.

In the follow-up, several actors point out that the RPAs need support to develop transport provision programmes and procurement competence. The follow-up group's assessment is that stronger and clearer central support to the RPAs should be considered.

The follow-up group also wishes to emphasise how important it is that the experiences and points of view of travellers are taken into account in the dialogue with the RPAs and other actors that are needed for the development of public transport. At the same time, the group considers that it is crucial for new channels, methods and technologies to be found in order to take into account the points of view of travellers.

## **Supervision and reporting**

The follow-up group takes a positive view of the fact that the Swedish Transport Agency is developing the process of supervision and considers that supervision does not stop at desk-based supervision but also encompasses supervision of real effects of operations.

The follow-up group wishes to emphasise the importance of supervision and its role in the development of effective operations, and the group considers that the results should be given special attention and made accessible to a greater extent than is the case today.

The question of a supervisory authority for the EU's Public Passenger Transport Regulation is now being prepared in the Government Offices. The follow-up group expects the supervision to be designed in such a way that annual reporting as prescribed in Article 7 of the Regulation is given a focus that promotes thorough analysis and efficiency of operations.

The follow-up group wishes to emphasise that the Committee on Transport and Communications for a number of years has paid special attention to matters relating to objectives and results in their preparation of the Budget Bill. As it had done in previous years, the Committee carried out an in-depth and more systematic follow-up of the performance report in expenditure area 22 in 2015. The Committee's assessment and comments regarding the performance report are included in the Committee's budget report, which was decided in December 2015.

## Background

The Public Transportation Act (2010:1065) and supplementary amendments in other legislation came into force on 1 January 2012.

According to the bill that preceded the Act, the objective of the new Act was to modernise legislation on public transportation and adapt it to the EU regulatory framework for this area. Public transport companies and the regional public transport authorities would thus be given better pre-conditions for putting the needs of travellers at the centre when public transport services were designed.

The effect of the new Act was to allow public transportation companies to freely establish commercial public transport in all geographical market segments. The Riksdag had previously decided to open up the market for rail passenger traffic from October 2010. The new Act also meant the abolition of the restriction for commercial bus companies to provide local and regional public transport. The dynamics of the public transport market would, according to the Bill, thus increase and bring about a larger range of available public transport and greater use of public transport.

For passengers, the new regulation would lead to a larger number of travel alternatives, increased freedom of choice and better information, which, according to the Bill, would facilitate journey planning. At the same time, the regional public transport authorities in the counties

would be given better opportunities to act efficiently with more functional competence and a clearer division of roles and responsibilities. It would become easier to establish traffic services across county borders without administrative obstacles. Strategic decisions on public transport, which formerly were often taken by county traffic companies, would, according to the Bill, be taken in a form of administration that would increase transparency and improve coordination with other forms of social planning.

On 19 November 2015, the Committee on Transport and Communications decided to carry out a follow-up of the Public Transportation Act.

## Points of departure

The points of departure for the follow-up were the transport policy objectives as decided on by the Riksdag, the Act and Ordinance on Public Transportation, the Act on the Rights of Public Transport Passengers, the EU's Public Passenger Transport Regulation and Passenger Regulations, as well as a number of other provisions that are relevant in relation to the Public Transportation Act.

## Public transport

In the EU's Public Passenger Transport Regulation, public passenger transport is defined as "passenger transport services of general economic interest provided to the public on a non-discriminatory and continuous basis".

Public transport can be divided into local and regional, interregional and international public transport. Local and regional public transport is regulated in the Public Transportation Act. Regional public transport is defined in the Act as "such public transport that takes place inside a county or if it stretches over several counties, with

regard to the range of traffic services available is primarily intended to meet the needs of travellers as regards commuting to work or other daily travel needs and with regard to its actual use meets such needs”.

Travel on local and regional public transport is continuously increasing in Sweden. During 2014, national use of public transport by bus, train, tram, metro and boat amounted to 1,435 embarkations, which is an increase of 28 per cent as seen over a ten-year period. The metropolitan regions of Stockholm County, Västra Götaland County and Skåne County dominate in many ways as regards public transport use. Together they represent almost 60 per cent of the supply of vehicle- and truck-kilometres, 71 per cent of transport undertaken in passenger-kilometres and 84 per cent of the number of embarkations in the whole of Sweden.

## The effects of the Public Transportation Act so far

### **Transport Analysis**

The evaluation carried out by Transport Analysis of the opening up of the market of long-distance passenger traffic by rail and the new public transportation legislation was presented to the Government in November 2014. In the evaluation, the following emerged.

There is a substantial commercial element amounting to 44 per cent in interregional traffic, especially by rail, where 37 per cent of the traffic is carried on entirely without subsidies. In regional public transport, only 2.9 per cent of services are run on a purely commercial basis, and in this case mainly in certain limited niches.

In the regional public transport market, there are barriers to market entry which can primarily be explained as being due to uncertainties in legislation and its application. These may apply for example to conditions for competition in the supply of transport services, access to coordinated payment and ticketing systems, access to interchange points and to market information.

Transport Analysis's assessment is that the national transport authorities in certain cases have taken a passive position.

Transport Analysis believes that the RPAs are not yet acting in accordance with principles such as openness, non-discrimination and proportionality. Their work needs to be developed if the intentions of the Act are to be met. The RPAs do not appear as a rule to regard commercial traffic as a potential resource for effective provision of public transport.

The opening up of the market for passenger transport by rail was judged at the time of the evaluation (2014) to be a success by Transport Analysis, but if this success is to continue, several barriers to market entry and expansion must be dealt with.

However, the reform represented by the new Public Transportation Act must not be viewed as uncompleted, according to Transport Analysis. The opening up of the market in regional public transport has thus far, with the given pre-conditions, only had a marginal significance in terms of supply and passengers' freedom of choice.

Transport Analysis's evaluation finishes with a number of conclusions and recommendations.

### **Effects on bus transport**

Various studies described in the follow-up show that the conditions allowing bus companies to operate commercially on individual routes inside an existing regional public transport system are very restrictive. A study carried out by the Swedish Bus and Coach Federation shows that there are major obstacles in the way of establishing regular commercial passenger services in all the focus areas under study.

### **Effects on rail transport**

The Public Transportation Act allows inter-county regional public transport, which in certain cases can be quite extensive and may partially be in competition with commercial interregional transport. This

issue is dealt with in the Inquiry into the Organisation of the Railway, which in its final report states that will of the bodies in charge of organising regional public transport to develop regional rail transport has led to the growth of extensive regional rail systems in many parts of Sweden. In recent years, there has been a displacement effect in many places between publicly organised passenger transport services and those organised by commercial actors, as regards both track capacity and passengers. Since publicly organised transport services have long dominated at the local and regional level, according to the inquiry the displacement is taking place mainly at the cross-regional level and thus affects commercial transport in more long-distance relations.

### **Right of recourse**

Several actors in the field of public transport have raised the question of a national right of recourse in the railway sector. The question concerns not only regional rail transport but also rail transport in the whole country. A right of recourse in this case means the possibility for train operators to demand compensation from anyone who causes a disturbance to traffic, for example the infrastructure manager or other train operator. The right of recourse has been investigated in the Railway Traffic Inquiry, which presented its report to the Government in March 2015. The report has been circulated for comment and is now being prepared in the Ministry of Justice. According to the Ministry, a proposal to be referred to the Council on Legislation for consideration will be ready in the autumn of 2016, and according to plan, there will be a Government bill before the end of the year 2016/17.

### **Judicial review**

The application of provisions concerning the public service obligation in the Public Transportation Act (Chapter 3, Section 1) and in the EU's Public Passenger Transport Regulation have been the object of judicial review in the Administrative Court and in the Stockholm Administra-

tive Court of Appeal. The case concerns train transport in the Mälär Valley where the RPA had decided on a public service obligation from 2017 and where SJ AB had appealed against the decision. The Administrative Court and the Administrative Court of Appeal have rejected SJ's appeal. SJ has requested leave to appeal in the Supreme Administrative Court.

## **Travellers' rights**

### **Provisions**

The new Act concerning Passenger Rights came into force on 1 April 2016. The Act applies to regional journeys by rail, tram, metro and bus, and applies to routes consisting of under 150 kilometres. The Act replaces the general travel conditions that are applied today, including the voluntary travel guarantees and the Act on the Right to Travel Information from 2006. The Act contains provisions stating that the transporter shall be obliged to supply travel information on such things as traffic services offered by a transporter, on traffic disturbances and on accessibility to vehicles, stations and bus stops. The Act also includes provisions on the right of passengers to compensation in the case of delays longer than 20 minutes.

The EU's train and bus passenger regulations for passenger rights on public transport apply to journeys of 150 kilometres or more. The regulations include similar provisions on the right to compensation and information in the case of delays and cancelled departures.

### **Accessibility for people with disabilities**

According to the Public Transportation Act, the regional transport provision programmes shall include such things as a description of fixed-term goals and measures for adaptation of public transport with regard to the needs of people with disabilities and the interchange points and routes that should be fully accessible for all passengers.

Furthermore, it is prescribed that regional public transport authorities (RPAs) shall work to ensure that regional public transportation is accessible for all groups of passengers.

The Swedish Transport Agency is responsible for supervision of the Public Transportation Act and is also one of the 22 authorities known as strategic authorities working with disability policy. According to the Swedish Transport Agency, the RPAs have problems providing information on which lines and interchange points are completely accessible. The problem is the concept “completely accessible”, which is not defined in the Act and which it is up to every individual authority to interpret.

In 2016, the Committee on Transport and Communications carried out a follow-up of accessibility in the transport system, which was published in the report *Hela resan hela året!* (“The Entire Journey All Year Round!”) - a follow-up of the accessibility of the transport system for people with functional disabilities.

The Swedish Agency for Participation carried out an annual follow-up of the national objectives for disability policy and the objectives that were decided in the strategy for the implementation of disability policy 2011-2016. The issue of responsibility or disability policy in public transport is of central importance according to the Swedish Agency for Participation, and their general opinion is that the division of responsibility is unclear. The Agency follows up the RPAs as part of their follow-up of the municipalities, and this shows that responsibility for coordination for the RPAs is needed and that they need support. Guidelines for coordination and definitions are also needed as regards accessibility within the transportation area, according to the follow-up of the municipalities. Many RPAs are also unclear about the question of responsibility, according to the Agency for Participation.

## Common functions

In the follow-up, a whole range of problems have emerged in connection with the common functions of public transport such as interchange points, information, and ticketing and payment systems.

From the perspective of passengers, it is emphasised that systems for these functions should be accessible for all groups of passengers and should include all modes of public transport and public transport in the whole country. They should be continuously updated in real time, easy to use and should offer acceptable solutions in the case of traffic disturbances. From the perspective of transport companies, emphasis is given to how important it is that publicly owned common functions are open for entry into the market under the same conditions for all public transport companies.

### **Interchange points**

There is a lack of responsibility for and coordination of operations at stations and for the role of station managers, which mainly affects both passengers and operators. Accessibility to stations and stops for people with disabilities is still a major problem. There are deficiencies in accessibility to terminals and stops for the public transport companies.

### **Information**

According to certain actors, information is not reaching passengers as well as it should, particularly information on disturbances in traffic, and this also applies to passengers who are not connected to the internet. Information and ticketing systems constitute the greatest problems for people with disabilities. For the commercial transport companies, there are problems of accessibility to public information systems, information boards and journey planners.

## **Ticketing and payment systems**

Being able to pay in cash, make spontaneous purchases and purchasing tickets for travel abroad often constitute a problem for passengers. A simple, country-wide ticketing and payment system is also called for. For commercial transport services, the possibility for a simple transition between commercial and public services often represents a threshold that impedes traffic.

Samtrafiken is working on a project to develop the web-based journey planner Resrobot, which since 2015 has also had a purchasing function for travel between a large number of places in the country. When the Resrobot system is fully developed, this may mean a solution to many of the problems connected to information and ticketing and payment systems.

## The actors on opening up the market

The fact that regional public transport authorities have opened up to the market has had very limited impact as regards new commercial traffic. Nor have expectations connected with the opening up of the market as regards increased dynamics, greater freedom of choice and improved information been fulfilled to any great extent. Most actors have a similar picture of the result of the opening up of the market and of the causes of this. However, there are differences of opinion when it comes to the role of the RPAs and what should be done in future. Some actors have launched various proposals for how commercial traffic and the private alternatives can be promoted.

## The Swedish Doubling Project

Partner Collaboration for Doubling the use of Public Transport began in 2008 when the public transport sector presented its ambition to

double the market share of public transport in the somewhat shorter term and the volume of travel by public transport by 2020.

The number of journeys on public transport has increased since the doubling project was begun. In total, the number of journeys in local and regional traffic increased by 18.8 per cent between 2007 and 2014. Bus traffic increased during the period by 18 per cent, rail traffic by 29 per cent and tram traffic by 22 per cent. Yet, there are great regional differences.

In the spring of 2015, the Committee on Transport and Communications initiated an announcement on the role of the state in creating the right conditions for achieving the targets of the transport sector, that is a doubling of the use of public transport. In June 2015, the Riksdag decided to follow the Committee's proposals.

The follow up demonstrates that there is considerable creativity on the part of the actors working with public transport – an ability to see new alternatives and solutions to old problems. One example of this is K2 – a national centre for research and education in the field of public transport.

## The costs of public transport

Many actors in the field of public transport warn about increased costs in the sector. The last ten years have seen an increase in costs for public transport, and the introduction of the Public Transportation Act did not lead to any change in this respect. The increase in costs has not resulted in a corresponding increase in supply and use.

In 2014, total costs for local and regional public transport in Sweden amounted to just over SEK 40 billion. Revenues from actual operations resulted in approx. SEK 20 billion. The rest, just over SEK 20 billion, was financed via taxes by the county councils (87 per cent), the municipalities (11 per cent) and the state via the Swedish Transport Administration (2 per cent).

According to an analysis by the Swedish Association of Local Authorities and Regions, it was mainly the costs for the supply of bus and rail services that increased during the period 2007–2012. The analysis shows that increased supply together with rising factor values explain most of the increase in cost of the supply of transport services (88 per cent). The remaining rise in costs was essentially due to better vehicles for adaptation to environmental and accessibility requirements, increased traffic congestion, new types of agreements, and in some individual cases economic consequences of cancelled agreements.

Between 2012 and 2014, the total tax contribution from the municipalities and the county councils to public transport increased by SEK 3 billion or almost 17 per cent. This means that tax contributions to public transport grew considerably more quickly than the total amount of tax-funded municipal and county operations.

According to what is presented in the report, the prices of regional public transport increased during the period 2001–2014. Although the prices have increased most for single tickets, monthly tickets have also increased in price. Prices in the public transport sector have increased considerably more than prices for other goods and services in society, that is the consumer price index (CPI), which means that passengers' costs for travel on public transport constitute a larger part of their total expenses.

## Governance, responsibility and consultation

The responsibility for regional public transport lies with municipalities and county councils and the regional public transport authorities (RPAs). The ability of the state to control regional public transport is limited and the major part of public transport services is handled at the regional level and with more or less exclusive responsibility by the 21 regional public transport authorities.

Differences between regional and interregional public transport as regards rule systems, division of responsibilities and methods of gov-

ernance are reflected in many of the problems public transport faces today. Some of these problems have been highlighted from various perspectives in earlier reports and inquiries. In report from the Expert Group on Public Finance from 2011, the following recommendations are presented to the regions and the RPAs:

1. A learning organisation. One fundamental prerequisite for the doubling of transport – or for making it possible to conduct activities in a way and on a scale that are economically efficient for society – is that decisions in the sector must be based on basic knowledge about actual conditions. This means that costs have to be registered according to agreements entered into and actual costs, passenger numbers and transport supply must be continuously measured during the period covered by the agreement. One complementary aspect is to establish an independent organisation for the whole sector with responsibility for systematic follow-up of the activities carried out.

2. Improvement of cost effectiveness. A second recommendation is to improve cost effectiveness in procurement processes. One way of achieving this is to establish a professional buying organisation that administers procurement processes on behalf of each region. Instead of each county carrying out its procurements itself at intervals of a few years, this kind of coordination could increase the probability of the buyer obtaining maximum return on the funds set aside, while remaining within the framework of political responsibility for allocation of funds and other circumstances that are important to the owners.

3. A new politicians' role. The creation of a new politicians' role that would mean a greater will to delegate decision-making on prices, supply and other issues that are of key importance to activities.

The follow-up also discusses the role and tasks of the Swedish Transport Administration and many actors call for stronger support from central government level to the RPAs and the regions. Several actors

point out that the RPAs need support to develop transport provision programmes and procurement competence. Furthermore, there is discussion on political governance at regional level and governance and consultation on the RPAs' transport provision programmes.

## Supervision and reporting

Supervision of public transportation legislation including the EU's passenger regulations and the new Act concerning Passenger Rights is conducted in various parts of the Swedish Transport Agency and the Swedish Consumer Agency. The Swedish Transport Agency also has the task of carrying out market supervision linked to the Public Transportation Act. This means that the Agency has to follow and evaluate the conditions for market access, conditions for competition and conditions for the passengers. The follow-up describes the extent of the supervision and reporting as well as points of view on the supervision from a number of actors.

The EU's Public Passenger Transport Regulation contains requirements for annual reports from the relevant authorities (RPAs). Since no supervisory authority has been appointed for the EU's Public Passenger Transport Regulation, no reporting has yet got under way. The annual report is important for example when it comes to reporting the tax revenues the RPAs have at their disposal in the procurement of public transport services. The question of establishing a supervisory authority is currently being prepared in the Government Offices.

In the Budget Bill, the Government annually reports on the results achieved in relation to the transport policy objectives the Riksdag has decided on. The Budget Bill for 2016 included the Government's assessment of the functional objective regarding public transport: The possibilities for citizens to use public transport have been improving for a long time as the supply of transport services has increased, mainly in Sweden's three largest cities. However, this is overshadowed to a certain extent by the fact that ticket prices continue to increase

dramatically. The Government refers to the assessment of the Committee on Transport and Communications that despite certain positive indications, the pre-conditions for choosing public transport, walking or using a bicycle are unchanged as compared with 2009.

The Committee on Transport and Communications has for a number of years been paying particular attention to issues relating to objectives and results in their preparation of the Budget Bill. As it had done in previous years, in 2015 the Committee carried out an in-depth and more systematic follow-up of the performance report for expenditure area 22 in the Budget Bill. The Committee's assessment and comments regarding the performance report are included in the Committee's budget report.

## Follow-ups from the Committee on Transport and Communications

### **Thematic follow-ups**

- The Public Transportation Act – a follow-up (Report 2015/16:RFR14)
- The Shipping Industry and its Competitiveness (Report 2014/15:RFR9)
- The Entire Journey All Year Round! – A follow-up of the accessibility of the transport system for people with functional disabilities (Report 2013/14:RFR5)
- Supervision of the commercial carriage of goods by road - A follow-up (Report 2011/12:RFR8)
- The Pump Act - follow-up of the Act on the Obligation to Supply Renewable Fuels (Report 2009/10:RFR7)
- Follow-up of how Hurricane Gudrun was dealt with in the field of transport and communications (Report 2007/08:RFR5)

- Follow-up by the Committee on Transport and Communications on the removal of vehicles (Report 2006/07:RFR3)
- A follow-up of the implementation of the system of protection against gross crimes of violence against shipping (Report 2005/06:RFR7)
- Research on Transport in a Changing World (Report 2004/05:RFR1)
- Planning of Roads and Railways – a follow-up and evaluation study (Report 2003/04:URD4)

### **Ongoing follow-ups**

The Government's performance report for expenditure area 22 Communications which is included in the Budget Bill is followed up annually and reported in the Committee's budget report.

### **How to order copies of reports**

The follow-up reports are available in Swedish on the Riksdag website ([www.riksdagen.se](http://www.riksdagen.se)) and can also be ordered from the Riksdag Printing Office (Postal address: SE 100 12 Stockholm, Sweden, tel.: +46 8 786 58 10 or by e-mail: [ordermottagningen@riksdagen.se](mailto:ordermottagningen@riksdagen.se)). Summaries in English of a number of the reports are available on the Riksdag website.

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