

3 ABSTRACT (EN)

Targets of the European Commission outlined in the Fourth Railway Package

- Savings of up to 30 percent for tendering bodies
- Increasing passenger numbers
- Improving service quality

Planned measures of the European Commission outlined in the Fourth Railway Package

- Complete opening of the national rail passenger transport; removal of the option to award contracts directly in respect of rail passenger transport
- Further separation of infrastructure operator and transport service provider

International experiences with competitive tendering show

- Only the initial wave of tendering results in savings.
- Due to market adjustment prices are rising again in the long term.
- The vertical separation of infrastructure operators and transport service providers leads to significant additional costs.
- Competitive tendering is realised at the expense of the quality of the services provided.
- Competitive tendering is realised at the expense of employees' wage and social standards
- Studies in Great Britain and Sweden show that rail fares significantly rose after liberalisation.
- Both Great Britain and Sweden experienced immense delays in some cases and train cancellations after liberalisation.
- No connection between customer satisfaction and increase in the degree of liberalisation can be established.
- There is no clear association between degree of liberalisation and the share of rail transport in the overall traffic volume.

This means for Austria

- The vertical separation of infrastructure and transport service could - depending on the future growth of transport - cost up to a billion Euro.
- A ten-percent reduction of wages and salaries would permanently put the existence of ca. 120 jobs at risk.