

## 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.

- An increase in rail fares by ten percent would, due to the reduction in consumption it triggers, reduce the Austrian gross value added by almost 29 million Euro and permanently put the existence of about 500 jobs at risk.
- A delay of half an hour per week adding to the travelling time of all commuters in Austria would cost the economy about 70 million Euro p.a.
- At 66 percent, the level of satisfaction of Austrian rail passengers ranks in second place in the EU and 20 percentage points above European average.