

Paulina ŚWIERK¹, Elżbieta MACIOSZEK², Aleksander SOBOTA³

REALIZACJA USŁUG PRZEWOZOWYCH NA TERENIE GÓRNOŚLĄSKO-ZAGŁĘBIOWSKIEJ METROPOLII

Streszczenie: Publiczna komunikacja miejska wraz z rozrostem terytorialnym miast i wzrostem liczby ludności w aglomeracjach stała się niezbędną i jedną z najważniejszych usług, które władze samorządowe muszą zapewnić mieszkańcom. Zarząd Transportu Metropolitalnego realizuje zadania związane z organizacją publicznego transportu zbiorowego na obszarze Górnośląsko-Zagłębiowskiej Metropolii. Celem artykułu jest charakterystyka realizacji przewozów na obszarze Górnośląsko-Zagłębiowskiej Metropolii. Zaprezentowano operatorów publicznego transportu zbiorowego świadczących usługi przewozów na obszarze GZM wraz z podziałem ich według sposobów zakontraktowanych usług operatorskich. Dodatkowo, na podstawie badań ankietowych określono najważniejsze dla operatorów publicznego transportu zbiorowego zadania.

Słowa kluczowe: publiczny transport zbiorowy, operator publicznego transportu zbiorowego, usługa przewozowa

THE IMPLEMENTATION OF TRANSPORT SERVICES IN THE GÓRNOŚLĄSKA-ZAGŁĘBIOWSKA METROPOLIS

Streszczenie: Public transport, along with the territorial expansion of cities and the increase in population in agglomerations, has become necessary and one of the most important services that local government authorities must provide to residents. The Metropolitan Transport Authority carries out tasks related to the organization of public collective transport in the area of the Górnośląska-Zagłębiowska Metropolis. The aim of the article is to characterize the implementation of transport in the area of the Upper Silesian-Zagłębie Metropolis. Public transport operators providing transport services in the GZM Metropolis area were presented, along with their division according to the methods of contracting operator services. Additionally, based on survey research, the most important tasks for public transport operators were identified.

Keywords: public transport, public transport operator, transport service

¹ PhD Student, Silesian University of Technology, Faculty of Transport and Aviation Engineering, e-mail: paulina.swierk@polsl.pl

² PhD, DSc, Eng., Prof. SUT, Silesian University of Technology, Faculty of Transport and Aviation Engineering, e-mail: elzbieta.macioszek@polsl.pl

³ PhD, DSc, Eng., Prof. SUT, Silesian University of Technology, Faculty of Transport and Aviation Engineering, e-mail: aleksander.sobota@polsl.pl

1. Introduction

According to [1], public transport is municipal passenger transport performed within the administrative boundaries of a city, a city and a commune, cities, or neighboring cities and communes, if an agreement has been concluded or an inter-municipal association has been established for the joint implementation of public collective transport, as well as metropolitan passenger transport. Congestion of the transport system affects not only large cities and metropolises, but also smaller urbanized areas. The roads built years ago are unable to meet current transport needs [2,3]. Public transport has therefore become essential and one of the most important services that local government authorities must provide to residents. Good functioning of mass transport affects the image of the city and the satisfaction of residents and tourists [4,5]. Public urban transport enables the simultaneous movement of more people using the same means of transport, thus relieving the city's transport system [6,7].

The Górnośląska-Zagłębiowska Metropolis is a metropolitan union located in the Silesian Voivodeship. It was established on the basis of the Act on the Metropolitan Union of March 9, 2017 and brings together 41 communes of the Silesian Voivodeship. These communes, as part of the concluded agreement, transferred the tasks of organizing public collective transport in municipal passenger transport within the area of these communes to the Upper Silesian-Zagłębie Metropolis [5].

Organizing public transport is one of the most important tasks of the commune, ensuring unity and coherence of activities in the commune. [8-10]. In the Górnośląska-Zagłębiowska Metropolis, the Metropolitan Transport Authority is responsible for organizing public transport, which was established by merging three public transport organizers (KZK GOP, MZK Tychy and MZKP Tarnowskie Góry) and has been operating since 2019. Its tasks include planning the development, coordinating and managing public transport. In the light of Art. 15 [1] these activities include in particular:

- conducting research and analysis of transport needs in public transport,
- ensuring appropriate standards of public transport operation in terms of technical infrastructure (stations, stops, transfer hubs), fare and ticket system and passenger information system,
- determining transport stops and stations,
- preparing and conducting proceedings aimed at concluding a contract for the provision of public transport services, and then concluding a contract with the selected operator(s),
- determining transport fees and other fees (e.g. additional fees for the passenger's failure to have the appropriate transport document),
- determining the method of ticket distribution for the service provided by the operator.

The public transport operator is an entity that directly carries out tasks related to public transport. The function of the operator may be performed by a local government budgetary institution or an entrepreneur authorized to run a business in the field

of passenger transport, who has concluded an agreement with the organizer for the provision of public collective transport services [11].

In the Upper Silesian-Zagłębie Metropolis, as well as throughout Poland, models based on the separation of the functions of organizing and implementing transport prevail. The scope of competition is determined by the method of selecting a public transport operator. Currently, the following methods of contracting operator services are allowed:

- conclusion of a single-source contract,
- establishment of an internal entity (in accordance with EC Regulation No. 1370/2007),
- conducting a competitive procedure in the form of a public tender (in accordance with the Public Procurement Law) [12].

The aim of the article is to characterize the implementation of transport in the area of the Górnośląska-Zagłębiowska Metropolis. Public transport operators providing transport services in the GZM area were presented, along with their division according to the methods of contracting operator services. Additionally, based on survey research, the most important tasks for public transport operators were identified.

2. Public transport operators in the GZM Metropolis area

In the Górnośląska-Zagłębiowska Metropolis, bus transport services are provided by public transport operators (operating independently) and consortiums of public collective transport operators:

- Przedsiębiorstwo Komunikacji Metropolitalnej in Świerklaniec Ltd,
- Przedsiębiorstwo Komunikacji Miejskiej in Gliwice Ltd,
- Przedsiębiorstwo Komunikacji Miejskiej in Katowice Ltd,
- Przedsiębiorstwo Komunikacji Miejskiej in Sosnowiec Ltd,
- Przedsiębiorstwo Komunikacji Miejskiej in Tychy Ltd,
- Intrans Group Anna Szelejewska Ltd,
- Kłosok Ltd, L.P.,
- Consortium of companies: IREX Ireneusz Kozieł, METEOR Ltd., IREX-1 Ltd, IREX-2 Ltd, TRANSGÓR plc (hereinafter referred to as the Consortium 1),
- Consortium of companies: Kłosok Ltd, L.P., Transport Benedykt Nowak (hereinafter referred to as the Consortium 2),
- Consortium of companies: Krzysztof Pawelec Usługi Transportowe, PKS Południe Ltd, LZ Apolinary Lazar, Marcin Lazar General Partnership, TRANSGÓR plc (hereinafter referred to as the Consortium 3),
- Consortium of companies: Krzysztof Pawelec Usługi Transportowe, A21 Ltd, (hereinafter referred to as the Consortium 4),
- Consortium of companies: Krzysztof Pawelec Usługi Transportowe, Kłosok Ltd, L.P. (hereinafter referred to as the Consortium 5),

- Consortium of companies: Krzysztof Pawelec Usługi Transportowe, Przedsiębiorstwo Komunikacji Metropolitalnej Ltd in Świerklaniec (hereinafter referred to as the Consortium 6),
- Consortium of companies: LZ Lazar General Partnership, PKS Południe Ltd, A21 Ltd (hereinafter referred to as the Consortium 7),
- Consortium of companies: METEOR Sp. z o.o., IREX-1 Ltd (hereinafter referred to as the Consortium 8),
- Consortium of companies: METEOR Ltd, IREX-1 Ltd, Krzysztof Pawelec Usługi Transportowe (hereinafter referred to as the Consortium 9),
- Consortium of companies: Meteor Ltd, IREX-1 Ltd., TRANSGÓR L.P. (hereinafter referred to as the Consortium 10),
- Consortium of companies: PKM w Świerkłańcu Ltd, Transport Benedykt Nowak, T. Rzymek (hereinafter referred to as the Consortium 11),
- Consortium of companies: PKS Gostynin Ltd, PKS Tarnobrzeg Ltd (hereinafter referred to as the Consortium 12),
- Consortium of companies: LZ Apolinary Lazar, Marcin Lazar General Partnership, PKS Południe Ltd (hereinafter referred to as the Consortium 13),
- Consortium of companies: TRANSGÓR L.P., A21 Ltd (hereinafter referred to as the Consortium 14),
- Krzysztof Pawelec Usługi Transportowe,
- Przedsiębiorstwo Komunikacji Samochodowej in Grodzisk Mazowiecki Ltd,
- TRANSGÓR L.P.

The above-mentioned public transport operators and consortiums of public transport operators provide public transport services on the basis of entrustment agreements or tender agreements, as shown in the figure below.

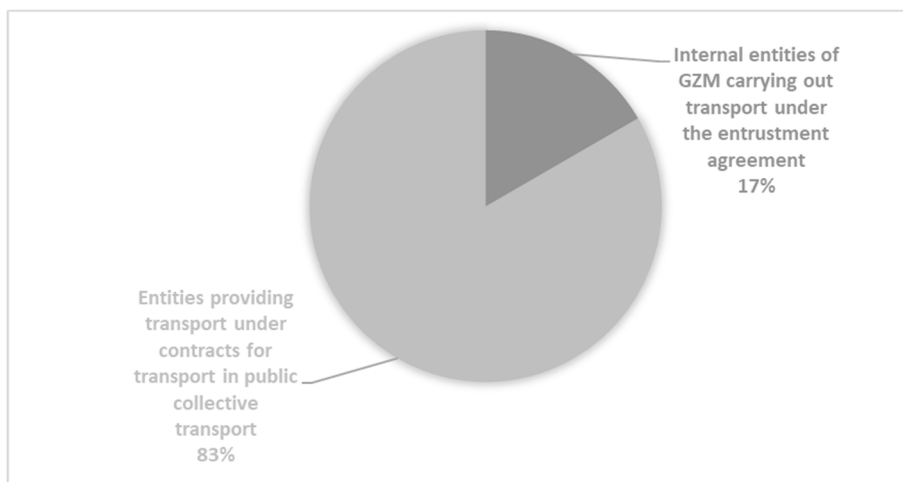


Figure 1. Division of operators according to the methods of contracting operator services in the area of the Górnośląska-Zagłębiowska Metropolis

Analyzing the figure, it can be noticed that in the area of the Górnośląska-Zagłębiowska Metropolis, only 17% of entities are internal GZM entities providing transport services under entrustment agreements.

Figure 2 shows the number of lines implemented on the basis of entrustment agreements and contracts under tender procedures operating in the GZM area.

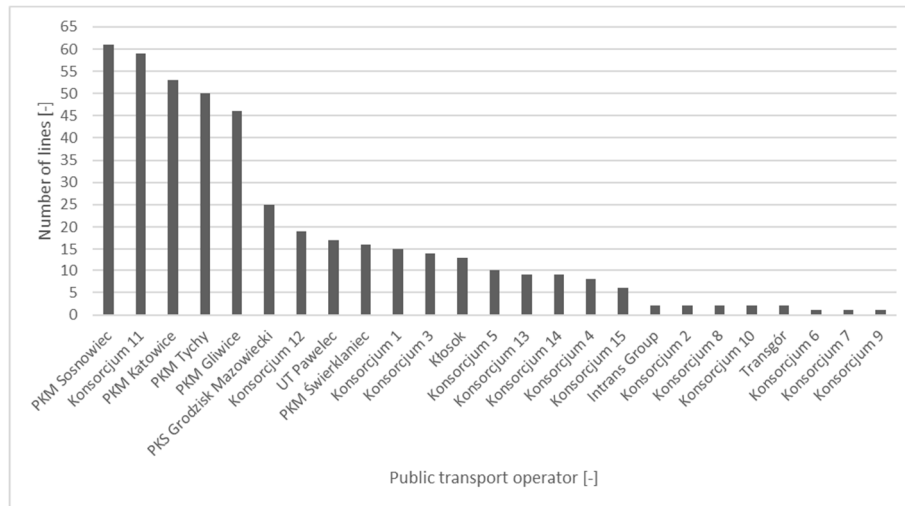


Figure 2. Number of lines operated by individual operators and consortiums of operators

In the area of the Górnośląska-Zagłębiowska Metropolis, the largest number, i.e. 61 lines, are operated by the operator PKM Sosnowiec Ltd. The fewest lines are operated by Consortium 6 (Consortium of companies: Krzysztof Pawelec Usługi Transportowe, Przedsiębiorstwo Komunikacji Metropolitalnej Ltd in Świerklaniec), 7 (Consortium of companies: LZ Lazar General Partnership, PKS Południe Ltd, A21 Ltd) and 9 (Consortium of companies: METEOR Ltd, IREX-1 Ltd, Krzysztof Pawelec Usługi Transportowe).

The next figure shows the classification of tasks performed by public transport operators. The data was obtained from surveys conducted with operators providing services in the GZM area.

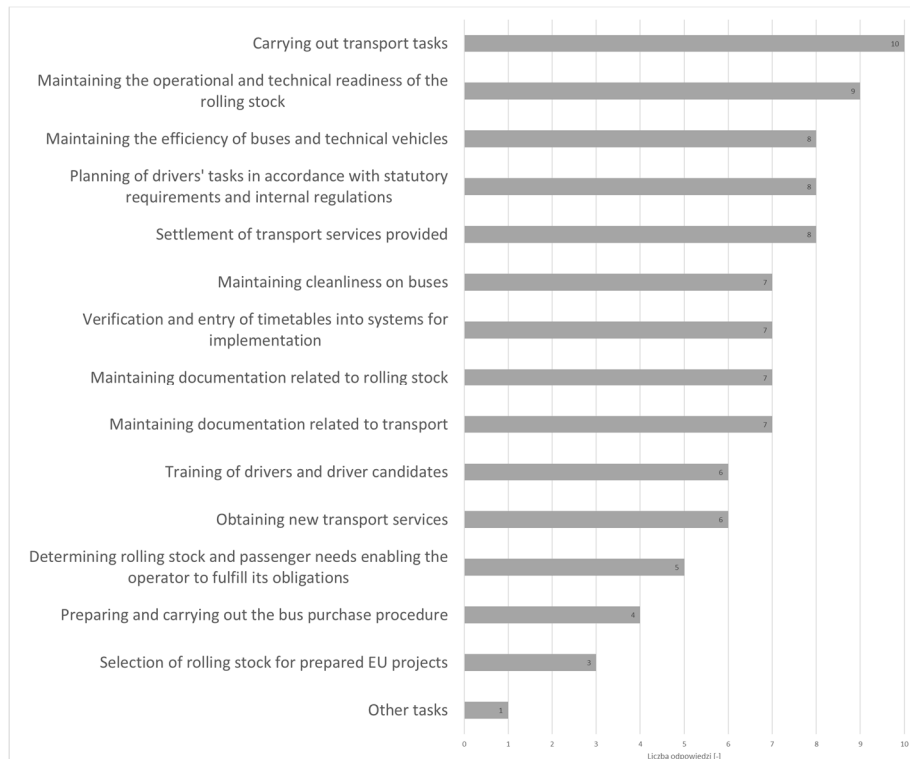


Figure 3. The most important tasks performed by public transport operators

Analyzing the figure presented above, it can be observed that the most important task performed by public transport operators is the implementation of transport tasks and maintaining the efficiency and technical readiness of the transport rolling stock. This is due to the fact that during a breakdown of rolling stock, operators may not be able to fully perform the entrusted transport tasks, which has a negative impact on their level of earnings. The least important task is the selection of rolling stock for the EU projects being prepared and the preparation of the bus purchase procedure. In new tender procedures, the Metropolitan Transport Authority puts more and more emphasis on the appropriate standard of bus fleet, so this task may become more important in the future.

3. Summary

The aim of the article is to analyze the implementation of transport in the area of the Górnośląska-Zagłębiowska Metropolis. Public transport operators providing transport services in the GZM area were presented, along with their division according to the methods of contracting operator services. Additionally, based on survey research, the most important tasks for public transport operators were identified. Based on the information presented in the article, the following conclusions can be drawn:

- most transport services in the Upper Silesian-Zagłębie Metropolis are provided under tender contracts,
- most often, the parties to contracts for the provision of public transport are consortiums of companies, because most of them would not be able to carry out these tasks on their own (e.g. due to too few rolling stock or employed drivers),
- the operator serving the most lines in the GZM area is Przedsiębiorstwo Komunikacji Miejskiej in Sosnowiec Ltd, which is also an internal entity of GZM,
- the most important task, according to public transport operators, is the implementation of transport tasks, which results from the fact that it is the main source of income for operators.

LITERATURE

1. Ustawa z dnia 16 grudnia 2010 r. o publicznym transporcie zbiorowym.
2. ŚWIERK P., MACIOSZEK E., SOBOTA A., KUREK A.: Comparative Analysis of Transport Tariffs and Operating Ticket Distribution Channels in Selected Agglomerations. In: Sierpiński, G., Masoumi, H., Macioszek, E. (eds) Challenges and Solutions for Present Transport Systems. TSTP 2022. Lecture Notes in Networks and Systems, (2023)609. Springer, Cham. https://doi.org/10.1007/978-3-031-24159-8_5
3. WAPPA P., HALICKA K.: Znaczenie i źródło kongestii transportowej na przykładzie białostockiej aglomeracji miejskiej. *Economic and Management* 3(2011)4, pp. 63-75.
4. STAROWICZ W.: Kształtowanie jakości usług przewozowych w miejskim transporcie zbiorowym. Wydawnictwo Uniwersytetu Szczecińskiego. Szczecin 2001.
5. Uchwała nr 23/2022 Zarządu Górnośląsko-Zagłębiowskiej Metropolii w sprawie przyjęcia treści porozumienia w sprawie powierzenia Górnośląsko-Zagłębiowskiej Metropolii przez gminy metropolitalne zadania własnego gmin, tj. pełnienia funkcji organizatora publicznego transportu zbiorowego w rozumieniu ustawy z dnia 16 grudnia 2010 r. o publicznym transporcie zbiorowym (t.j. Dz. U. 2021 poz. 1371 z późn. zm.), w gminnych przewozach pasażerskich.
6. ŚWIERK P., MACIOSZEK E., SOBOTA A.: Analysis of the functioning of public transport in Sosnowiec. W J. Rysiński & K. Cieślak (Red.), *Transport* 2022, 125–132. <https://doi.org/10.53052/9788366249998.11>
7. JÓŹWIAK A., ŚLĘZAK A.: Analysis of the selected evaluation factors in public passenger transport using Piotrków Trybunalski as an example. *Transport Samochodowy* 2(2021)64, p. 30-37.
8. MIHĂILESCU S., PRAPORGESCU G.: Public transport analysis in the Petroșani Basin in the context of the need for sustainable mobility. *MATEC Web of Conferences*, 2022.
9. ILIE S., MITRAN G., TABACU I., ILIE N., NICOLAE V., BOROIU A.: MODTECH 2011, Project management in regional public transport, Vadul lui Voda, 2011.

10. BOROIU A., MITRAN G.: *Ingineria Automobilului*, 51, 3-3, 2019.
11. CZARNECKI K.: Rola gminy w systemie organizacji i finansowania publicznego transportu zbiorowego. *Prawo Budżetowe Państwa i Samorządu*. T1, nr 1, s. 57–76. DOI 10.12775/PBPS.2013.004.
12. KRAWCZYK G.: Rozwój rynku operatorów publicznego transportu zbiorowego w Polsce. *Studia i Prace Kolegium Zarządzania i Finansów / Szkoła Główna Handlowa* 2018. z. 169 s. 75--91