Procurement of public transport in Stockholm
Stockholm County Council

Stockholm County Council is a democratically run organisation. The County Council Assembly is the county council’s highest decision-making body and Sweden’s second largest decision-making assembly.

**THE TRAFFIC COMMITTEE** carries out the council’s duties as a (regional) public transport authority in accordance with the Public Transport Act and the responsibilities this entails through the county’s public transport on land, in water and special mobility services.

**THERE ARE TWO KINDS OF PUBLIC TRANSPORT IN SWEDEN** — public transport that is publicly procured and financed and public transport that is provided through commercial enterprises.

**PROCURED PUBLIC TRANSPORT** is financed primarily via county council taxes and revenues from tickets.

**PROCURED PUBLIC TRANSPORT** is the traffic covered by the public service obligation, meaning the traffic that the (regional) public transport authority chooses to procure or contract. Decisions on what transport needs to be procured under the public transport obligation are based on the premises of high accessibility, low environmental impact, short walking distance, smooth transfers, reduced congestion and good frequency of service.
The regional public transport (provision) programme sets a number of long-term goals. The county council’s vision is to provide attractive public transport in a sustainable transport system. This will enable the goal of being Europe’s most attractive metropolitan region, as stated in the regional development plan, to be realised.

**Attractive travel**
Public transport must be cohesive and coordinated, meet travellers’ needs, and form a foundation for planning and extending the transport system in interaction with city planning.

**An accessible and cohesive region**
Public transport must contribute to greater equality and equal opportunities, support urban densification and development of the multi-core region, and contribute to a sustainable, cohesive expansion of the labour market region.

**Efficient travel with low impact on health and the environment**
Public transport’s impact on health and the environment must be reduced and public transport must be planned and operated with a focus on greater cost-effectiveness.
Our vision

» Attractive public transport in a sustainable transport system contributes to making Stockholm Europe’s most attractive metropolitan region «
The Traffic Committee and its administration

Since 1 January 2011, the Transport Committee has been responsible for public transport on land, on water and for people with disabilities. This is the traffic that travellers meet in the form of the brands SL, Waxholmsbolaget and Färdtjänsten.

**The Traffic Committee’s** responsibilities include:

- strategic and overarching issues related to public transport in the region
- traffic planning
- procurement of goods, services and construction related to the traffic committee’s fields of responsibility
- decisions relating to the public service obligation
- contracting general public transport on land and water, freight transportation in the archipelago, and special mobility services
- supervision of activities and operations.

**The Traffic Committee’s** maintenance and development of assets and contracts are fulfilled by the Transport Administration.

**In order to provide** public transport that joins the region together and is accessible to everyone at the same time as it functions efficiently from the point of view of both sustainability and cost-effectiveness, the Transport Administration purchases goods and services from companies that are specialists in the administration’s various fields of responsibility.
Stockholm is growing – and so is public transport

Stockholm County is growing rapidly, in recent years by about 40,000 inhabitants every year. By 2030 the (county’s) population is expected to have increased to about 2.6 million (from just under 2.1 million in 2010). This will increase pressure on public transport services. Roads and railways are already congested, particularly in the central parts of the city and during peak traffic. In-commuting from other counties will also increase and accessibility to public transport will need to be adapted to the changing needs.

PUBLIC TRANSPORT should be perceived as the most attractive form of travel for everyone, including the elderly and travellers with disabilities. It is therefore crucial to the Stockholm region of the future that public transport develop at the same pace, at least, as the population increases and that the entire transport system be planned so as to facilitate public transport’s long-term expansion.

THE COUNTY COUNCIL invests billions in public transport every year. Over the coming years, the county council will be investing more than ever to meet the needs of a growing population. The biggest investments will be made in upgrading the infrastructure but to an increasing degree also new construction and expansion.

MAJOR INVESTMENTS over the next ten-year period include:

- extension of the metro
- the metro’s Red Line
- the Commuter Train programme
- extension of the Roslagen Line.

![Public transport’s positive development from 2003 to 2013](Image)

The diagram illustrates travel per day by car (●) and public transport (●) in thousands.
Travel today
Stockholm County

Every weekday, almost 800,000 people travel by procured public transport in Stockholm County. The different means of transport are coordinated in a constantly growing traffic network.

**SL in brief**
SL is the collective brand name for public transport by road and rail and on water in Stockholm County – that is to say buses, the metro, commuter trains, local trains and commuter ferries. Services are provided through procured (traffic) operators.

- SL’s services have **2.8 million** passengers every day.
- 93% of the vehicles run on renewable energy.
- **791,000** Stockholmers travel by SL every weekday.
- **2.7 million** passengers travel by commuter ferry every year.
- SL has **77%** satisfied customers.

**Färdtjänsten in brief**
Färdtjänsten is the collective brand name for special public transport in Stockholm County provided for people with disabilities. It also includes the county’s sickness journeys. Journeys are made by taxi or special vehicles and are provided through procured (traffic) operators. Journeys may also be made accompanied by an escort on regular public transport.

- Approx. **70,000** people have mobility service permits in Stockholm County.
- Approx. **4.1 million** mobility and sickness journeys every year.
- Approx. **10,000** mobility service journeys every weekday.
- Mobility service travellers make an average of **46** journeys per person during the year.
- Färdtjänsten has **87%** satisfied customers.

**Waxholmsbolaget in brief**
Waxholmsbolaget is the collective brand name for public transport in the Stockholm archipelago. Services are operated with some 60 vessels through procured (traffic) operators. Water transport services contribute to a living archipelago all year round and are important for everyone who lives in and visits the archipelago.

- Waxholmsbolaget carries over **2 million** passengers and **7,000** tons of freight a year.
- **11,000** people travel by Waxholmsbolaget every day.
- **270** jetties are called at every summer.
- Waxholmsbolaget has **91%** satisfied travellers.
Public transport contracts

As Stockholm County grows, public transport must keep pace to be able to continue to offer environment-friendly, punctual and accessible journeys. Stockholm is also a strong in-migration region, with an accompanying increase in travel, which gives procured public transport operators excellent opportunities for very profitable business.

**THE TRANSPORT ADMINISTRATION** draws up overarching plans and orders and supervises traffic services. Traffic operators are responsible for detailed planning, delivering services, and the encounter with travellers. This gives the operators flexibility and opportunities to impact, direct and improve how traffic is operated within the scope of their specific undertaking.

**PAYMENT IS BASED** on a number of factors, for example travel incentives (numbers of passengers), kilometres driven, punctuality, revenues, customer satisfaction, and value-preserving maintenance. The payment model may vary between traffic contracts.

**COST-EFFECTIVENESS** and reduced costs are important parts of the traffic undertaking, alongside (delivery) quality. Quality-based incentives with bonuses and penalties ensure that the requirements and quality levels stipulated in the contracts are met (throughout the contract period). Major traffic contracts are often valid for periods of 8-10 years or longer. The Transport Administration endeavours to handle risks effectively in its contracts to ensure stable, long-term business relations.

**THE TRAFFIC OPERATORS**’ undertakings always include planning and operation of services and in most cases also operation and maintenance of stations/terminals, depots and sometimes also weather protection at bus-stops.

In all means of transport except buses, mobility services and to a certain extent water transport, the county council owns the vehicles, which reduces the risk to the (traffic) operator.

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The Transport Administration’s operating costs amount to approximately SEK 12.5 billion distributed as follows:

- Water transport – 3%
- Mobility service – 10%
- Bus (incl. local routes) – 50%
- Commuter trains – 17%
- Metro – 20%
Future procurements

A large part of the council’s budget goes to purchasing goods and services. The Public Procurement Act governs a great deal of what is purchased. Procurements in areas critical for society to function are subject to the Act on Procurement in the Water, Energy, Transport and Postal Services Sectors. Both acts are largely based on EU directives.

Procurement documents are published and procurements conducted via a tool called TransQ. TransQ is an Internet-based supplier register and pre-qualification system run by Achilles on behalf of the Nordic transport organisations.

TransQ ensures that the procurement process is both fast and efficient.

For more information, please visit
www.sll.se/upphandling