

FACTORS AFFECTING DEMAND FOR REGULAR BUS TRANSPORT

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Key words

Personal transport; regular bus transport; railway transport; individual motoring; transport costs;

Resumé

Individual motoring belongs to the biggest competitor for the public personal transport provided by means of bus, railway or city public transport. This is the case not only in Sloval Republic conditions but also it is a serious problem of developed economies of European Union.

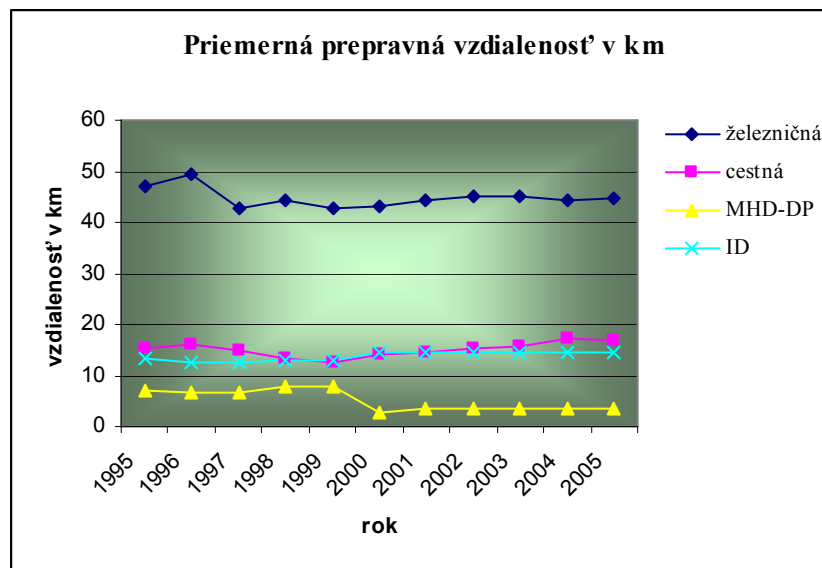
Current status in personal transport in SR

In the Table No. 1 we compare a public transport with an individual motorism. We can see that from the amount of transported persons perspective the individual motorism predominates in the amount of transported persons over the public personal transport and within the public personal transport the bus transport predominates over the railway transport in satisfying population transport needs.

Rok	Železničná verejná	Cestná verejná doprava	MHD-DP	Individuálny motorizmus
1995	89 471	722 510	515 593	1 333 334
1996	76 015	698 256	543 246	1 415 621
1997	71 489	667 427	527 662	1 469 116
1998	70 008	656 230	509 862	1 491 078
1999	69 431	621 567	485 472	1 653 820
2000	66 806	604 249	404 539	1 664 342
2001	63 473	566 445	373 269	1 673 019
2002	59 430	536 613	370 018	1 735 560
2003	51 274	493 706	394 465	1 742 915
2004	50 325	461 772	383 118	1 750 171
2005	50 388	435 673	384 284	1 769 147

Table No. 1 Transport of persons by the railway transport, the public road transport and the individual motorism in thousands persons

The longest transportation distance is provided by the railway transport. The road public transport and individual motorism transport approximately at the same average transportation distance.



Graph No.1 An average transport distance of personal transport in km in SR

Factors affecting demand for regular bus transport

The important factor affecting demand for the public personal transport is the price.

However passengers react to the change of the price, mainly to its increase, by replacing public personal transport with individual motorism.

In the Table No. 4 we state comparison of the bus transport fare and the cost of using personal car occupied by more than one passenger. This comparison is simplified as we take into consideration only fuel cost of a personal car. Taking this model into consideration we came to a conclusion that the transport by a personal car begins to be more advantageous when two or more passengers are using it.

In the Table No. 5 it is stated the comparison of regular bus transport fare and using of a personal car occupied by various number of passengers. If we take into consideration fuel cost and also the other cost expressed by basic compensation of 6,2 SK/km then we came to a conclusion that regular bus transport is more effective.

Regular bus transport and individual motorism transport approximately at the same average transport distance (Graph No. 1). Travelling public making decision which means of transport to use takes into consideration the comparison of the cost of fuel consumption and the amount of transported passengers. This way they came to a mistaken conclusion that using of personal car is more effective.