1. Introduction

Concrete groups of passengers have different transportation requirements in relation to demand for scheduled bus transport services. Their demand for transportation services is influenced by various factors. These factors consequently affect the possibility of substitution of the bus transport services by individual motoring. It is therefore necessary to investigate not only the total demand for scheduled bus transport but also individual demands of concrete age groups.

The paper deals only with scheduled bus transport (besides urban mass transport), because only this kind of mass transport has provided performance and revenue data in relation to concrete passenger groups in the Slovak Republic.

2. An analysis of performance and revenues of scheduled bus transport in the SR

Performance and revenues of provided transport services are a result of passenger demands for concrete transport services. Fares and incomes of population are the most influential factors that affect demands for scheduled bus transport. The impact of these factors is elaborated in detail at [4], [5] and [6]. This paper is focused on demographic development in the SR as an important factor of the demand.

In the case of fare prices and incomes changes the passengers search other possibility for transportation. It means a change in the scheduled bus transport services and their substitution by other kind of transport, often by individual motoring. Calculation of growth rates for transported passengers was based on data included in table 1. Figure 1 was elaborated on the basis of these data, too.

The number of passengers transported by school reduced fares decreased on the average by 8.5 % and by full fares decreased on the average by 6 % from 2000 to 2004. On the other hand the number of passengers transported by other reduced fares increased on the average by 16.1 % from 2000 to 2004. Pensioners were included into this group of passengers.

The structure of passengers transported by scheduled bus transport (thousands of passengers) according to the fares in the Slovak Republic from 2000 to 2004

| Year | Number of passengers transported by |
|------|-----------------------------------|
|      | school reduced fares | full fares | other reduced fares |
| 2000 | 107 100               | 309 345   | 9 181               |
| 2001 | 106 120               | 281 110   | 18 589              |
| 2002 | 109 244               | 269 600   | 11 829              |
| 2003 | 98 756                | 244 296   | 14 800              |
| 2004 | 75 201                | 240 963   | 16 662              |

Source: Elaborated on the basis of [9]

The shares of fares on revenues in scheduled bus transport in the SR in 2000 were:
- 92 % in case of full fares,
- 5 % in case of school reduced fares,
- 3 % in case of other reduced fares.

The situation changed considerably within 5 years, the shares in 2004 were:
- 84 % in case of full fares,
- 10% in case of school reduced fares,
- 6% in case of other reduced fares.

For more details see table 2.

The structure of revenues in scheduled bus transport (thousands of SKK) according to the fares in the Slovak Republic from 2000 to 2004

| Year | School reduced fares | Full fares | Other reduced fares |
|------|----------------------|------------|---------------------|
| 2000 | 213 772              | 3 789 260  | 105 427             |
| 2001 | 305 335              | 4 162 912  | 164 937             |
| 2002 | 288 103              | 4 138 212  | 127 698             |
| 2003 | 476 295              | 4 312 938  | 139 410             |
| 2004 | 519 489              | 4 160 039  | 277 488             |

Source: Elaborated on the basis of [9]

3. A demographic trend in the Slovak Republic

Aging of population is an all-society problem not only in the Slovak Republic territory in recent years. It caused changes in potential demand of concrete population groups for scheduled bus transport. Fig. 2 depicts aging of population in the SR territory; Fig. 3 includes comparison of population split in the SR in 2000 and 2004.

The structure of transported passengers had to be synchronized with aging structure of population split realized by the Statistical Office of the SR in relation to the investigation of demand and performance of scheduled bus transport. For that purpose the following classification was realized:
- age group from 5 to 19 years – school reduced fares,
- age group from 20 to 64 years – full fares,
- age group from 65 and above – other reduced fares.

In relation to the structure of age groups the percentage share of pupils and students (5–19 years) decreased by 2% in a relatively

The structure of population by the age in the SR from 2000 to 2004 (persons)

| Age group (years) | 2000   | 2001   | 2002   | 2003   | 2004   |
|-------------------|--------|--------|--------|--------|--------|
| 0 – 4             | 285 562| 274 648| 267 273| 262 203| 259 974|
| 5 – 19            | 1 194 678| 1 175 603| 1 142 661| 1 109 856| 1 076 827|
| 20 – 64           | 3 302 723| 3 316 015| 3 353 002| 3 387 683| 3 422 079|
| 65 and above      | 619 584| 612 685| 616 225| 620 311| 625 942|

Source: Elaborated on the basis of [7]
short time period. Within the mentioned population groups the following trend was observed:
- age group from 5 to 19 years – average year to year decrease by 2.6 %,
- age group from 20 to 64 years – average year to year increase by 0.9 %,
- age group from 65 and above – average year to year increase by 0.3 %.

Prognosis of population by the age in the SR is included in table 4. A marked increase in people over 65 years old is expected in the future. The number of pupils and students will decrease to 2015. It will increase again from 2015. The age group from 5 to 19 years (pupils and students) will reach 16 % share of population, working age inhabitants (from 20 to 64 years) will reach 67 % share and pensioners will reach 12 % share of population in 2010.

The years 2020 and 2025 will be extreme and significant in relation to demography because the number of pensioners will be higher than the number of pupils and students. In 2025 the following percentage shares of population are expected:
- 16 % in case of pupils and students,
- 60 % in case of people in working age,
- 19 % in case of pensioners.

The prognosis of population by the age groups Table 4 in the SR (persons)

| Age group (years) | 2010 | 2015 | 2020 | 2025 |
|-------------------|------|------|------|------|
| 0 - 4             | 275 816 | 291 002 | 284 774 | 260 885 |
| 5 - 19            | 894 853 | 821 665 | 830 320 | 856 514 |
| 20 - 64           | 3 577 152 | 3 583 514 | 3 473 333 | 3 356 876 |
| 65 and above      | 675 883 | 775 472 | 921 798 | 1 047 470 |

Source: Elaborated on the basis of [1]

2) the value was calculated on the basis of [9] as an average of movements of pupils and students for every year during the period from 2000 to 2004
The future demand for scheduled bus transport is calculated on the basis of application of formula (1). The number of passengers transported by school reduced fares is expected to reach 77,736 thousands of passengers in 2010 and 74,405 thousands of passengers in 2025 (in case of changelessness of pupils’ and students’ demand for scheduled bus transport). This calculation approach respects only a demographic trend, not e.g. changes in fare prices.

The future pupils’ and students’ demand for scheduled bus transport services can be estimated without respecting the demographic process, too. It can be realized through the application of an average decline rate for passenger transported by school reduced fares. In 2010 44,131 thousands of passengers and in 2025 only 11,643 thousands of passengers will be transported using the above mentioned approach. Respecting the demographic trend in the SR the average movement of pupils and students will be 43.32 trips per year and capita in 2010, it will be only 13.59 trips per year and capita in 2025. These values of movement of pupils and students in 2010 and in 2025 are unrealistic. There is a wide difference between the future movement and average movement value within 5 years (from 2000 to 2004). The future movement in comparison to the current average movement could not be so low because pupils and students travel mainly for education. The education process will not markedly change in the future.

Other approach to calculation of future pupils’ and students’ demand for scheduled bus transport services is based on the application of regression function that expresses the relationship between the number of passengers transported by school reduced fares and the number of persons included in the age group from 5 to 19 years (see Fig. 4).

Working age inhabitants represent the largest population group. The increase in an average wage is a significant factor affecting demand of people in working age for scheduled bus transport in comparison to the demography as another important factor. The relationship between the average monthly wages and the number of passengers transported by full fares expressed as a correlation reaches the value of minus 0.95, it means a strong negative dependence. The correlation between the number of working age inhabitants and the number of passengers transported by full fares reaches the value of minus 0.94, it means a strong negative dependence, too. If the prognoses of demographic trend and average wage level are known, the future demand could be estimated using the regression functions (see Fig. 5). The increase in an average wages influences the decrease in a demand for scheduled bus transport and the increase in a demand for individual motoring.

A lot of pensioners (over 65 years) can use their cars, too but they are limited by the level of pensions. Many of them face the health troubles that make them incapable of driving passenger cars. Their incomes are markedly lower in comparison to the incomes of working age inhabitants. 157 litres of gasoline (price 35.40 SKK per litre) or 194 litres of diesel (price 31.90 SKK per litre) could be bought in case of spending the average monthly pension of 7,046 SKK in 2004 (see Fig. 6).
income gaps are deeper in case of comparison between the households consisting of working age inhabitants and pensioners.

5. Conclusion

A decrease of performance of schedule bus transport is expected as a result of the aging of inhabitants and changes in the population structure.

The economy growth and increase in incomes cause the movement of working age inhabitants from using the scheduled bus transport to the individual motoring. A decrease in transported passengers is expected. It is influenced mainly by the growth of the Slovak Republic economy (in GDP) and by the growth of motorization in the SR. An indicator of motorization does not reach even half of the EU 25 countries’ value.

The proportionality of shares of passenger groups based on the full and reduced fares changed in last years. The number of passengers transported by full fares decreased faster in comparison to other groups of passengers. This trend influences and will influence operators’ revenues and benefits. It will cause the increase in required sources for financing of public interest transportation performance in the future.

For the expectation of future development in the Slovak Republic, we can define the significant risks as insufficient capacity of road infrastructure, lack of parking places in town residential areas, increase volume of exhaust emissions, higher accident rate in the field of road transport etc. The slowdown of decrease in scheduled bus transport performance could be realized through providing transport services characterized by a higher quality level (higher quality often gives rise to higher operator’s costs and is followed by higher fares) or through the development of integrated transportation systems.

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3) the number of passenger cars per 1000 inhabitants