

Transit Alliances

Towards fully integrated
Public Transport



Tram

BUS

S

Z10

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GIZ – Water, Energy, Transport

giz

Transport Policy
Advisory Services



- Insufficient physical integration of various modes (Rail, Metro, Bus, informal PT) and between PT and NMT
- No integrated and transparent time schedules
- Insufficient cooperation between PT operators
- Signage, customer information systems on PT options, arrival times , connecting services , and fares not appropriate ,and therefore discouraging PT use
- Each change of mode normally requires the purchase of another ticket
- No uniform service level standards among modes and operators



“The adverse impacts of growth in motorization”

- in economic, environmental and social terms - are ruining the quality of life in our cities and our global climate.





Yogyakarta – Malioboro Road Parking

Yogyakarta – Malioboro Road





Solo Sidewalk



TransYogya



**Car free day in
Yogyakarta**





Main Components of **Multimodal Urban Transport** y)

- Public Transport with priority over all other modes on the road
- Non-motorised transport
- Creating/conserving public space
- PT Integration
- TDM measures
- Vehicles and fuels (Technol. may support)



Do you see these factors here?



- A large number of different transport fares (no transparency for customers)
- No mutual recognition of fares
- No coordinated transport planning
- No coordinated /comprehensive marketing

The idea of Transport Associations or Transit Alliances (Verkehrsverbund)

- The customer requests a simple and easy to understand integrated PT system, seamless transport, hence expects physical, time table, and fare integration. Also Integration with NMT is expected.
- The main objective: The Transit Alliances establish an uniform platform for all local passenger transport systems.



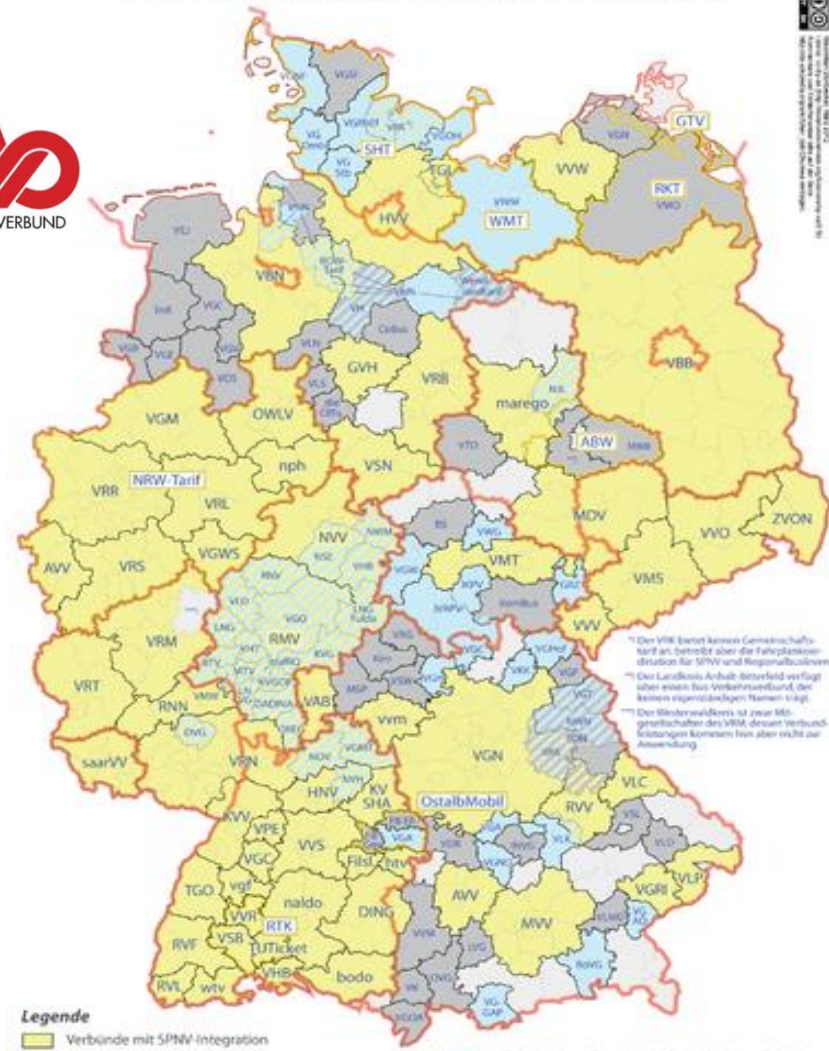
- Phase 1: Fare associations (mutual recognition of tickets/joint fares)
- Phase 2: Transport associations (increasing consultation on transport planning and marketing)
- Phase 3: Transit Alliances (extensive set of agreements)

Today: Almost nationwide application in Germany

>> *one fare – one ticket*



Verkehrs- und Tarifverbände in Deutschland



Legende

- Verbände mit SPNV-Integration
- Verbände ohne SPNV-Integration
- Teilgebiete eines Verbands mit SPNV-Integration, in denen ein weiterer Verbund mit eigenständigem Tarif für die Regionalbuslinien operiert
- Teilgebiete eines Verbands mit SPNV-Integration, in denen einem weiteren Verbund die Fahrplankoordination der Regionalbuslinien obliegt
- Verbände ohne Gemeinschaftstarif, die nur Fahrplankoordination betreiben
- Gebiete, in denen die Zuständigkeiten für Gemeinschaftstarif und Fahrplankoordination bei unterschiedlichen Verbänden liegen
- Dachtarife mit SPNV-Integration
- Verbundfreie Gebiete

Source: Wikipedia



- Münchner Verkehrsverbund
- „1 network, 1 timetable, 1 tariff“
- Includes all public transport modes with different operators
- Bus, tram, subway, light rail, suburban trains, ...



Image source left & above: MVG



Advantages for the customer

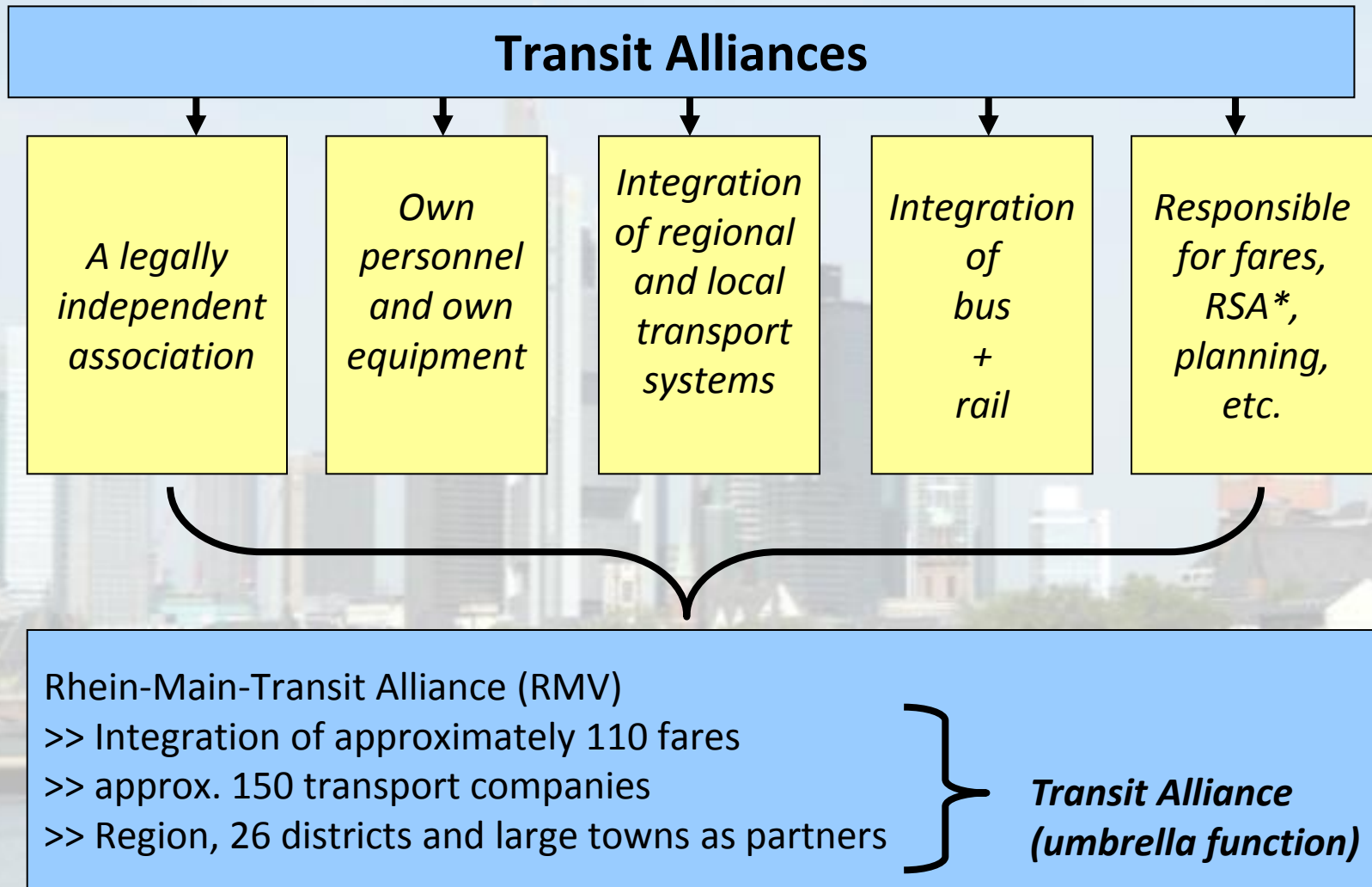
- Free choice of PT mode (*e.g. bus , tram, regional rail*)
- Comprehensible strategy „one fare - **one ticket**“
- Coordinated timetables (*best connections*)
- Improvement of quality

Advantages for the association

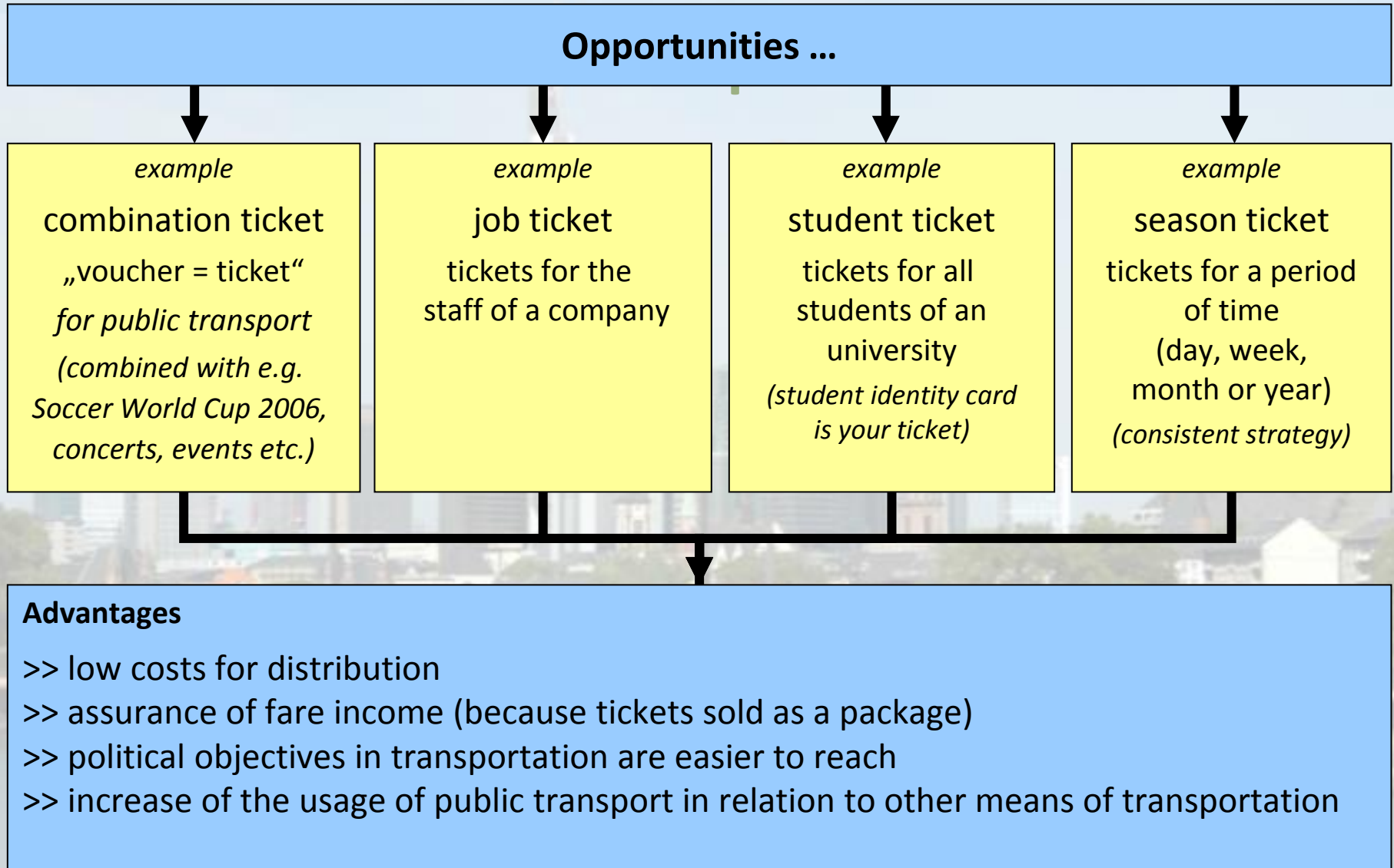
- Synergy effects for marketing, customer information etc.
- Unification of distribution (*e.g. ticketing*)
- Simple fare system for all public transport systems
- Consistent market presence
- Demand on PT increased considerably since creation of the transit alliances, e.g. in Munich and Hamburg 3 to 4 fold.

Experience of German associations over nearly 40 years (since 1965)

- *Increasing demand and increasing fare income*



*RSA = revenue sharing agreement





Single ticket	23
Day ticket	5
Weekly ticket	2
Monthly ticket	24
Annual pass	14
Combi-ticket	4
Semester ticket	5
Job ticket	22 (as well for GIZ staff)
Miscellaneous	1
Total	100%

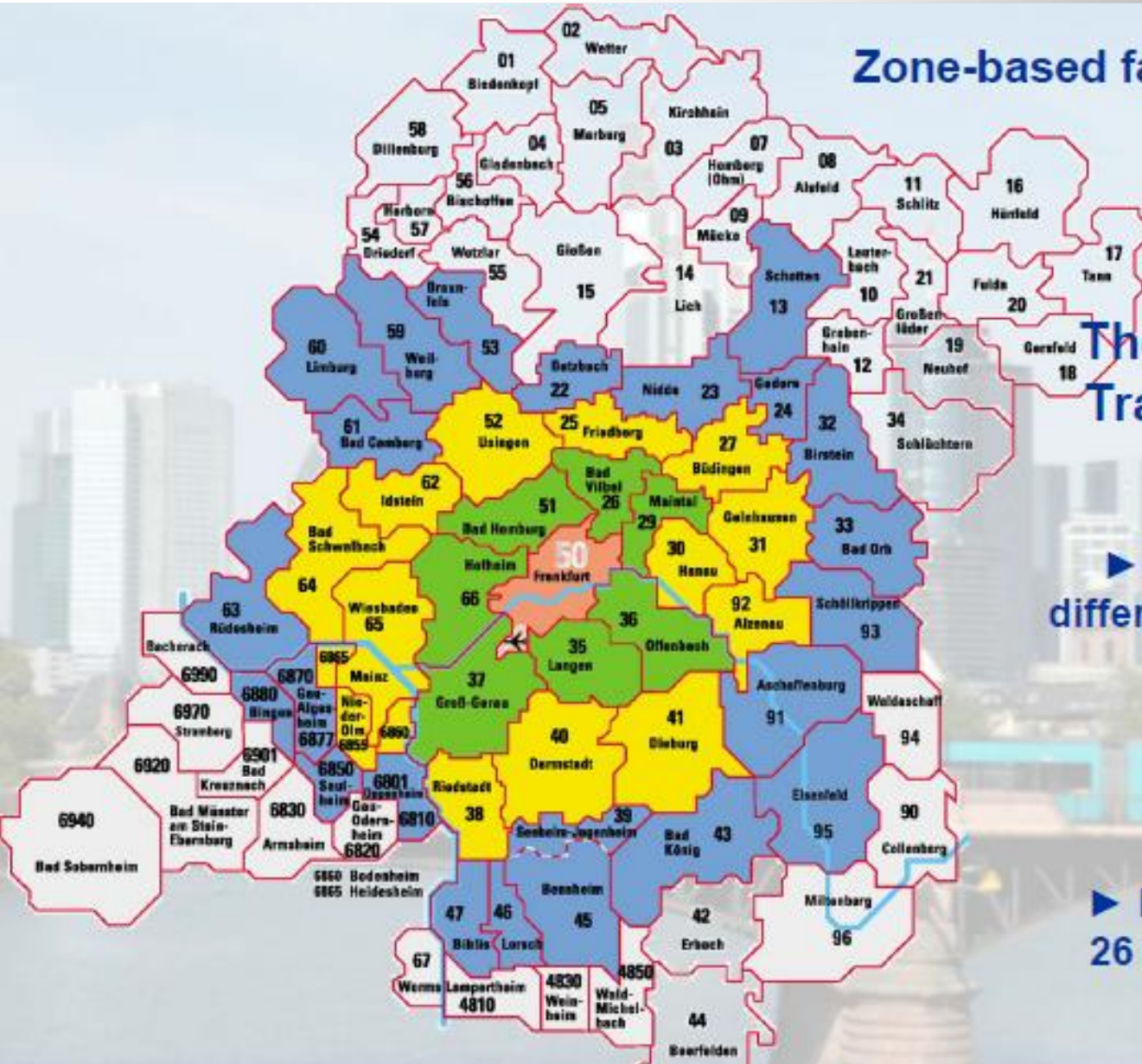
Approx. 2/3 of sales are generated by season tickets and special agreements

Note:

Adults and school children/children have been merged together: details rounded off and shown as a percentage



Zone-based fare and tariff system



The Rhine-Main Public Transport Association (RMV)

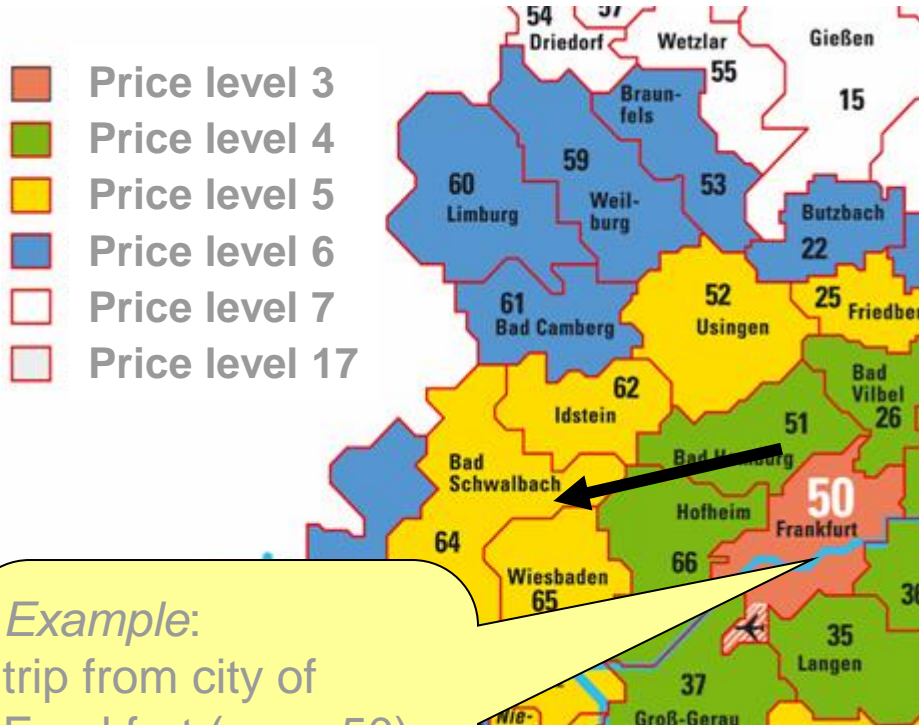
► integration of about 110 different fare and tariff systems in 1995

► approximately 150 transport operators

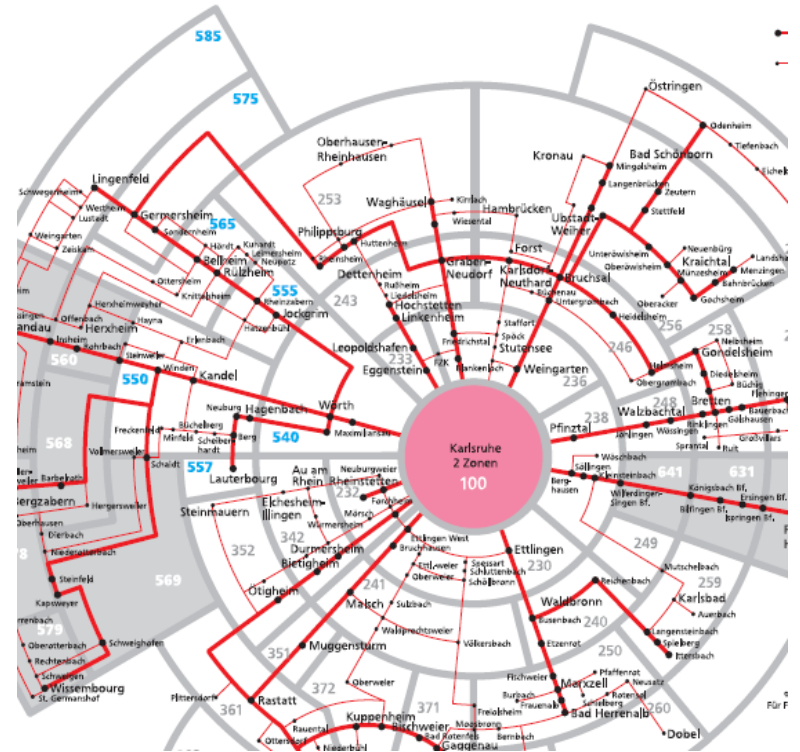
► RMV-Supervisory Board: 26 local authorities and the province of Hesse

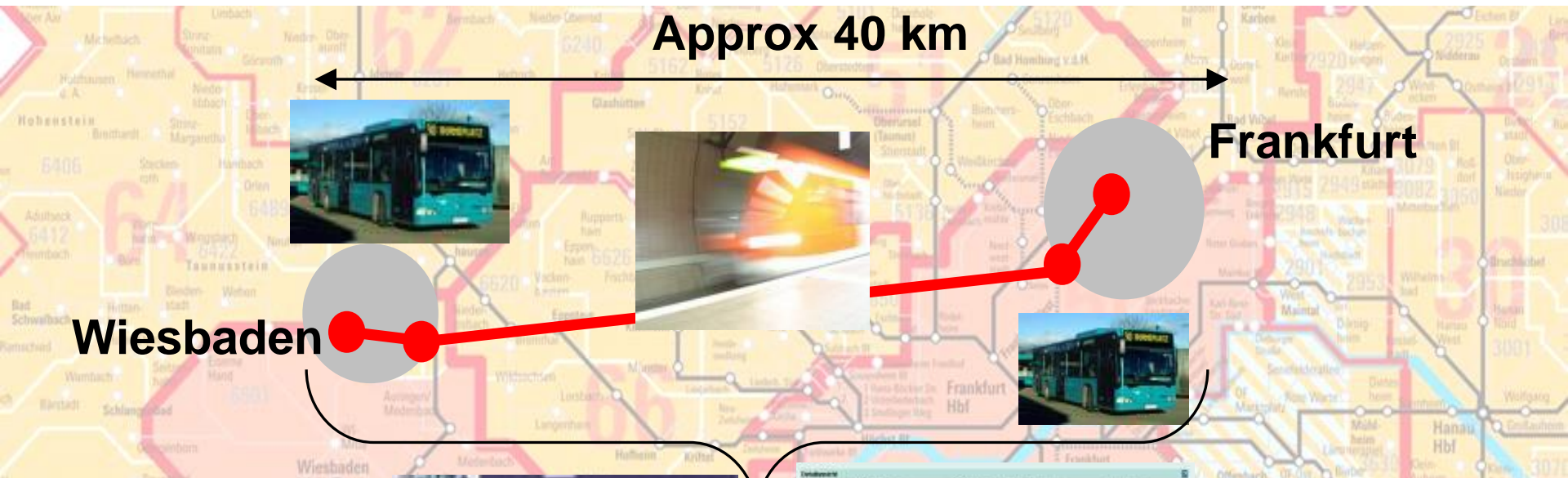


Area zone in the polytechnic area



Ring zones in the monocentric area





1 fare / 1 ticket

6.75 Euro



+

Liniennummer	Linienname	Linienart	Linienfarbe	Linienbeschreibung
100	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Frankfurt (Main) Hauptbahnhof - Wiesbaden
101	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
102	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
103	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
104	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
105	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
106	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
107	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
108	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
109	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof
110	Frankfurt (Main) Hauptbahnhof - Wiesbaden	S-Bahn	Blau	S-Bahn Rhein-Main, Wiesbaden Hauptbahnhof - Frankfurt (Main) Hauptbahnhof

Integrated timetable



Members of the RMV

(The Rhine Main Transit Alliance-Hesse, Germany)

27 partners constitute the RMV Supervisory Board, thereof:

- 15 rural districts
- 4 large cities (e.g. Frankfurt)
- 7 medium-sized towns
- The federal state of Hessen
 - 368 Local authority districts within the RMV area
 - 153 Transport companies
 - 112 fare systems harmonised and integrated

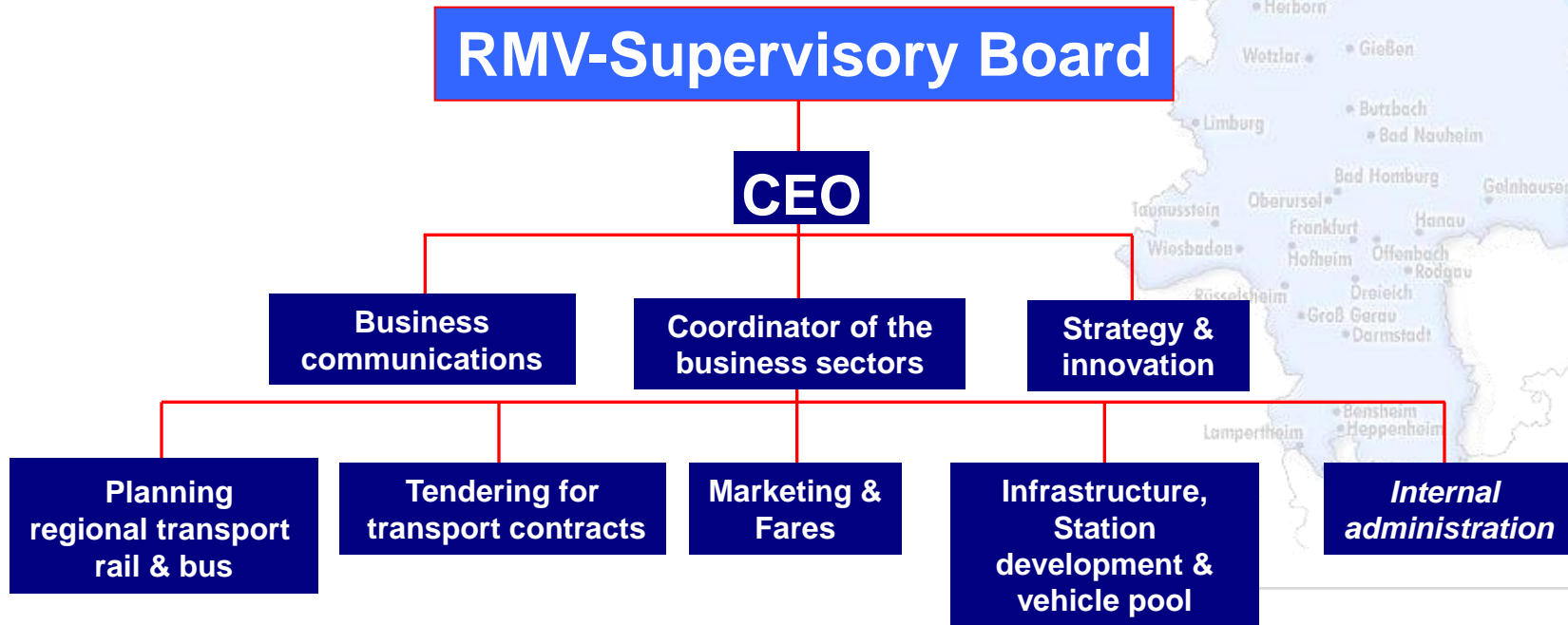
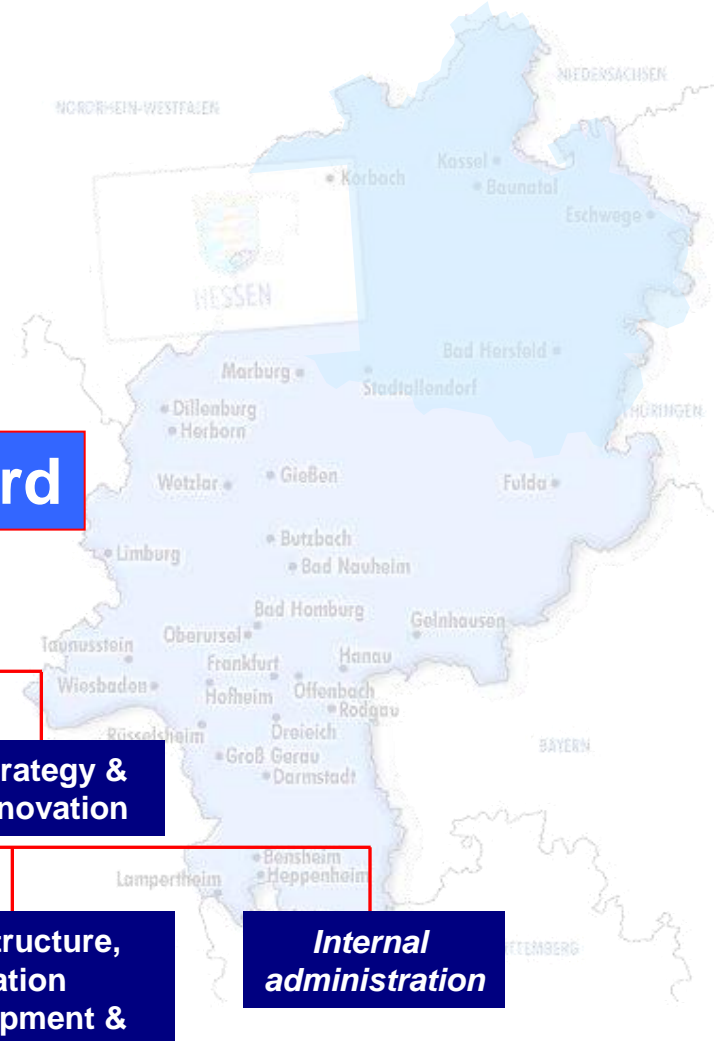


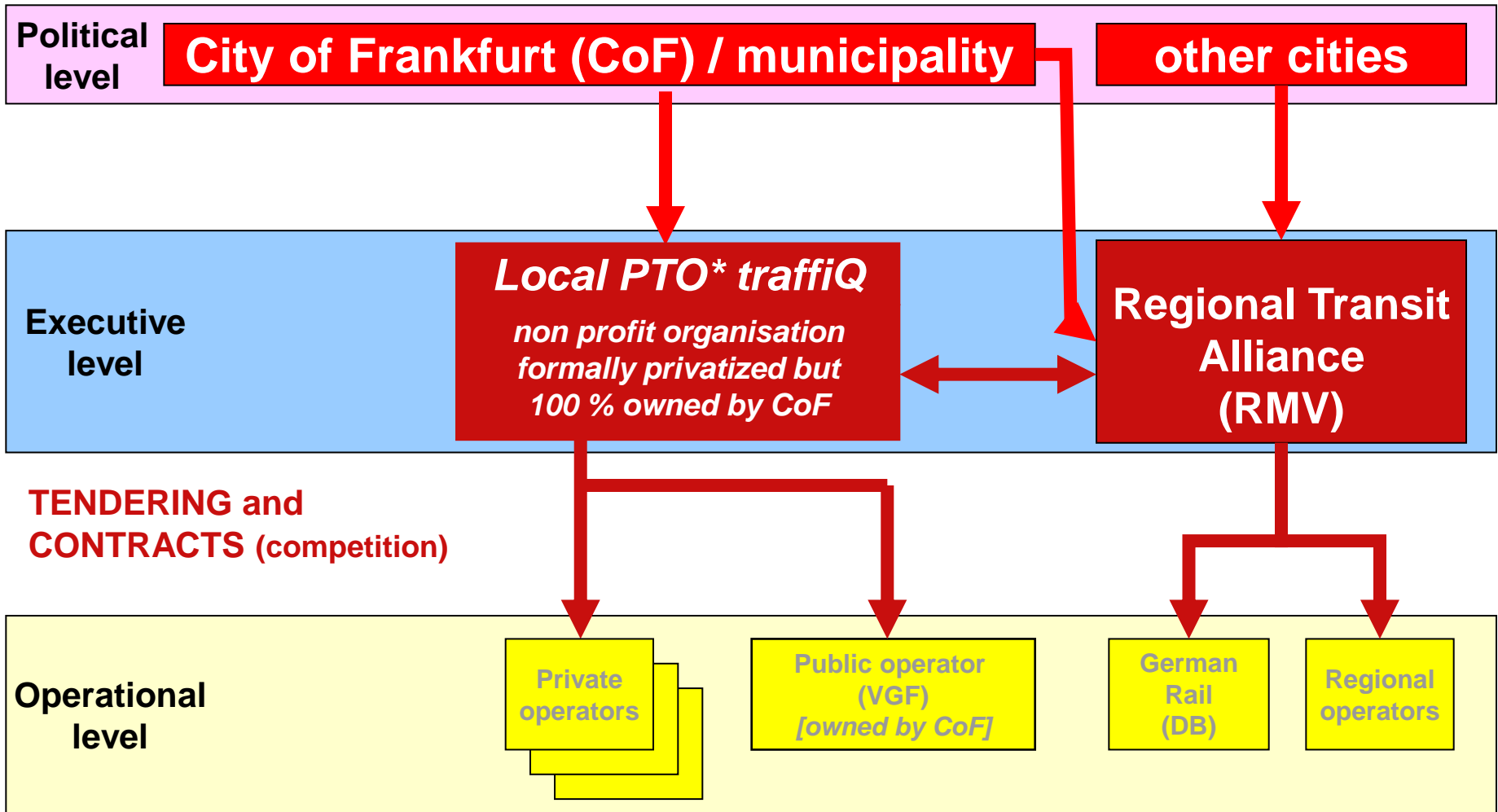
The Area of the RMV



The members in the RMV resolve - in the Supervisory Board - issues such as:

- *Fares*
- *Regional performance oriented services*
- *The business plan of the RMV*





* PTO = Public Transport Organisation

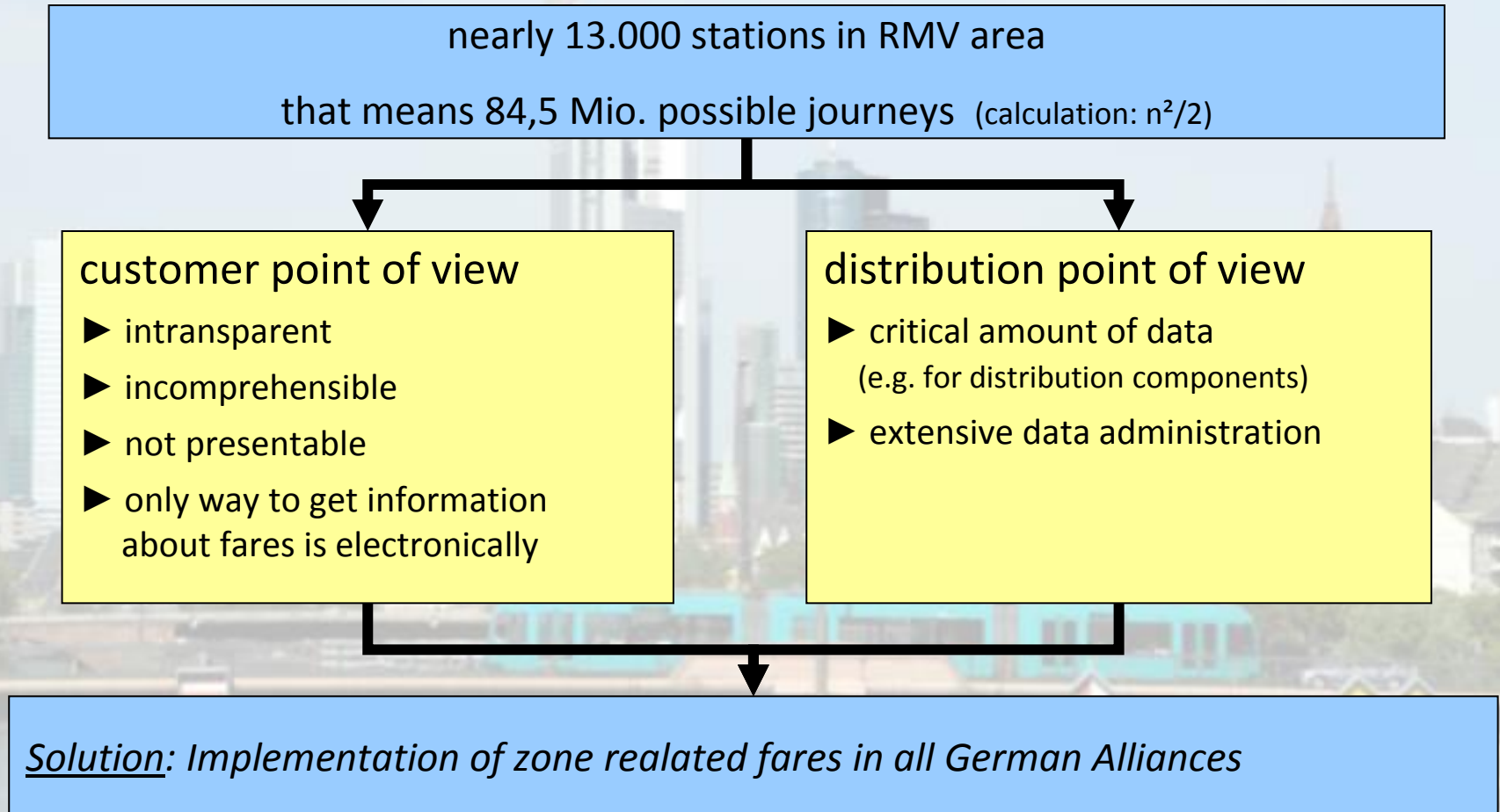


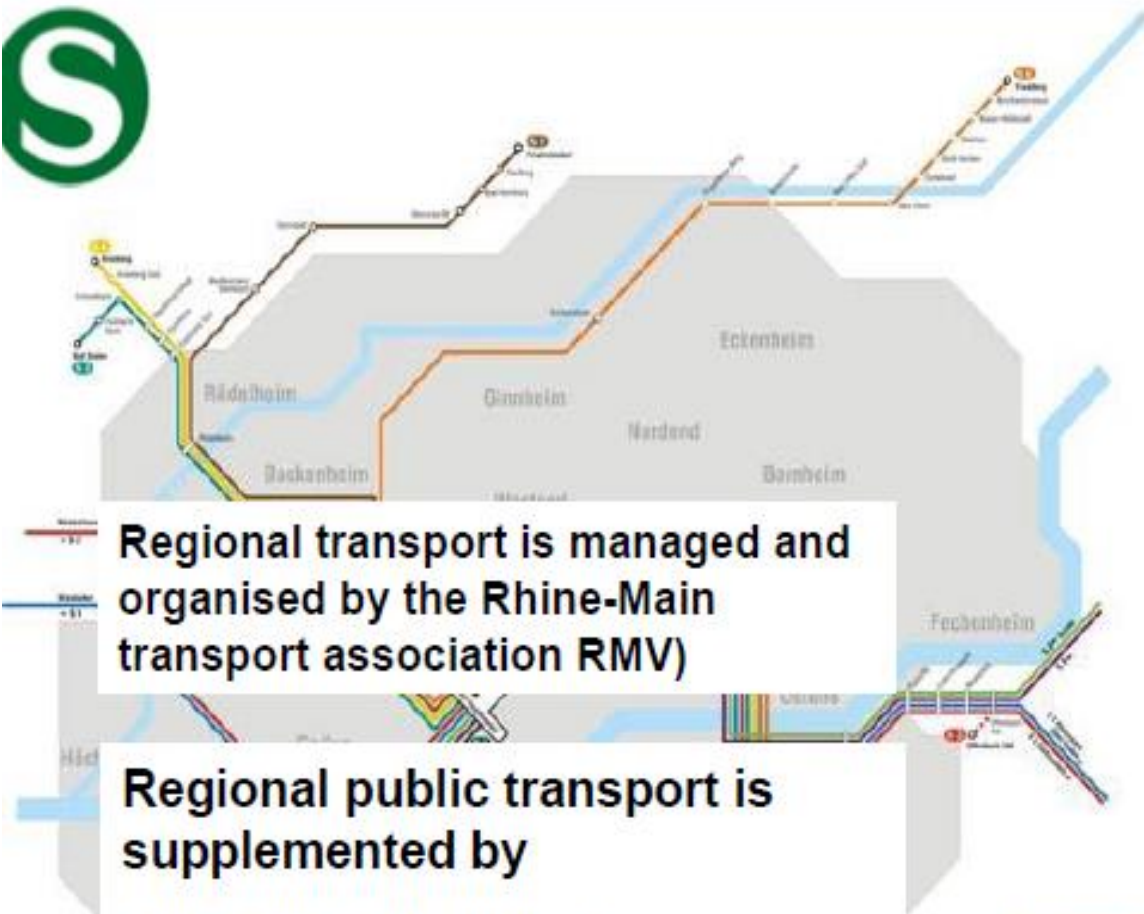
Steps for preparation

- Development of contracts
- Coordination and establishment of a system (e.g. *identification method*) to distribute fare incomes (*with all participants, e.g. PT companies*)
- Planning of tariff zones (e.g. *size and borders*)
- Distribution system (e.g. *ticketing*)
- Fare system (e.g. *fares, ticket types*)
- Marketing for the launch of the system (e.g. *kick-off advertising*)
- Specific professional consulting (e.g. *legislation, technical requirements*)



Why not develop fares from „station to station“ (fare on distance)?





Suburban railway

- ▶ Connection of Frankfurt with its surrounding areas
- ▶ Central tunnel under city center
- ▶ High travel speed (up to 120 km/h)
- ▶ Operated by German railway (DB)
- ▶ 9 lines
- ▶ 48.000 km per day
- ▶ 482.000 passengers every day
- ▶ 15 to 30 minute frequency

Regional public transport is supplemented by

- ▶ 17 regional train lines
- ▶ 25 regional bus lines and bus lines from neighbour cities
- ▶ 30 to 60 minute frequency





Customers

- ▶ 200 million per year

Network

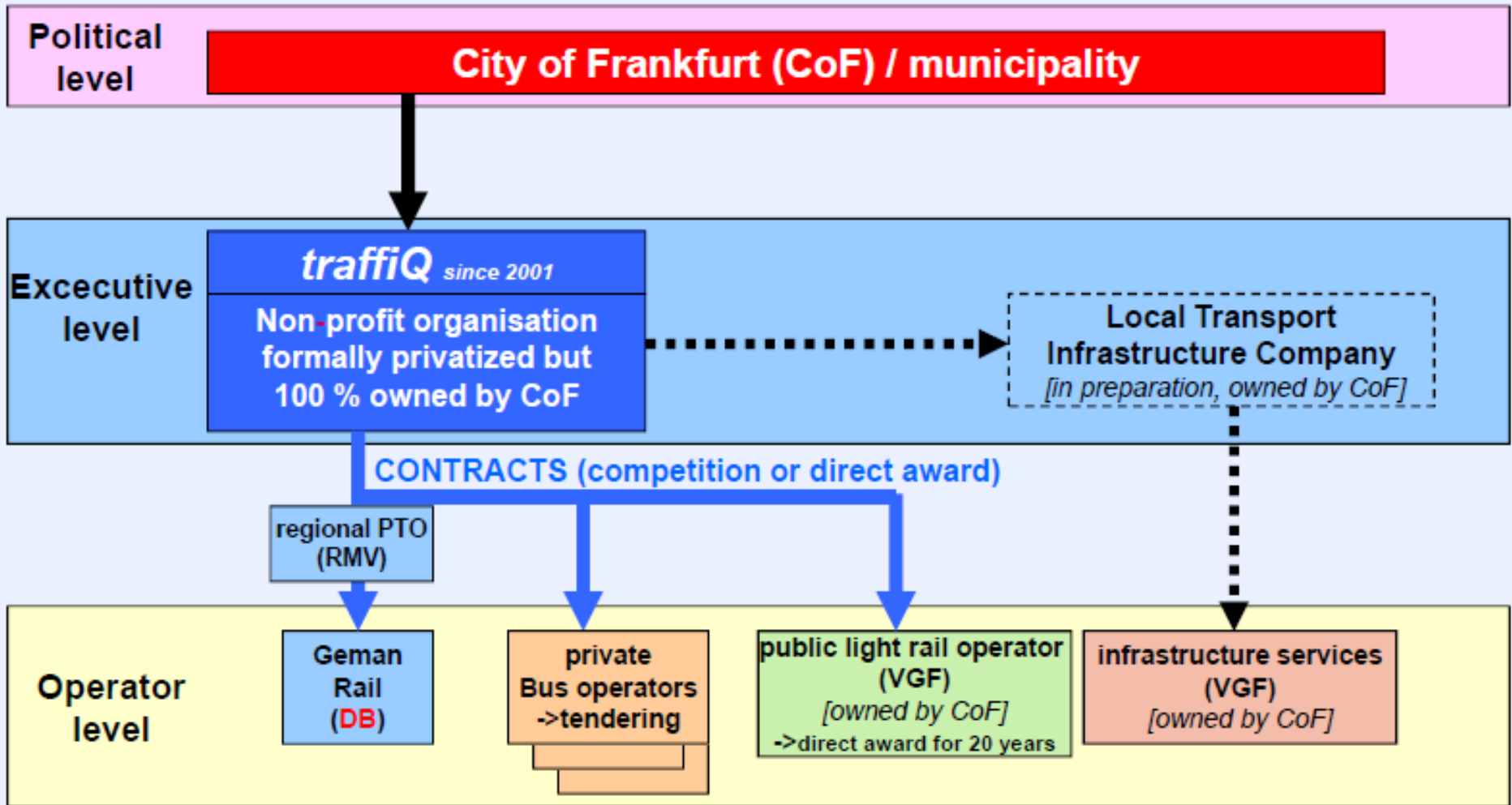
- ▶ 9 Underground Light metro Lines
- ▶ 10 Tram Lines
- ▶ 59 Bus Lines
- ▶ 9 Nightbus Lines

Infrastructure

- ▶ 130 kilometers of rail network
- ▶ 230 kilometers of bus network









Regulation No. 1370/07 by the European Parliament and Council

... in force since 3 Dec 2009

New legal basis for awarding and funding of public transport services
Clearly separating authorities and operators

Defines how authorities can act in public transport according to EU law

Enables transport services that are safer, cheaper, more numerous and of higher quality than those that market forces alone would have allowed

Authorities can decide between **direct awarding**, internal operators or **tendering**

In both cases, direct awarding and tendering has be announced at least one year in advance in the official journal of the EU

 **advantage: competition and tranparency increase!**



Fundamental Content of the Transportation Contracts

- ▶ Duration of services, scope of services
(including operating schedule, time schedules, routes)
- ▶ Compliance with all laws, standards and requirements
- ▶ Quality requirements
- ▶ Reporting obligations
- ▶ Gratifications and Penalties “Bonus-Malus System”
- ▶ Bids are not allowed to contain public subsidies in order to be comparable
- ▶ Observance of high environmental standards are obligatory



Buses

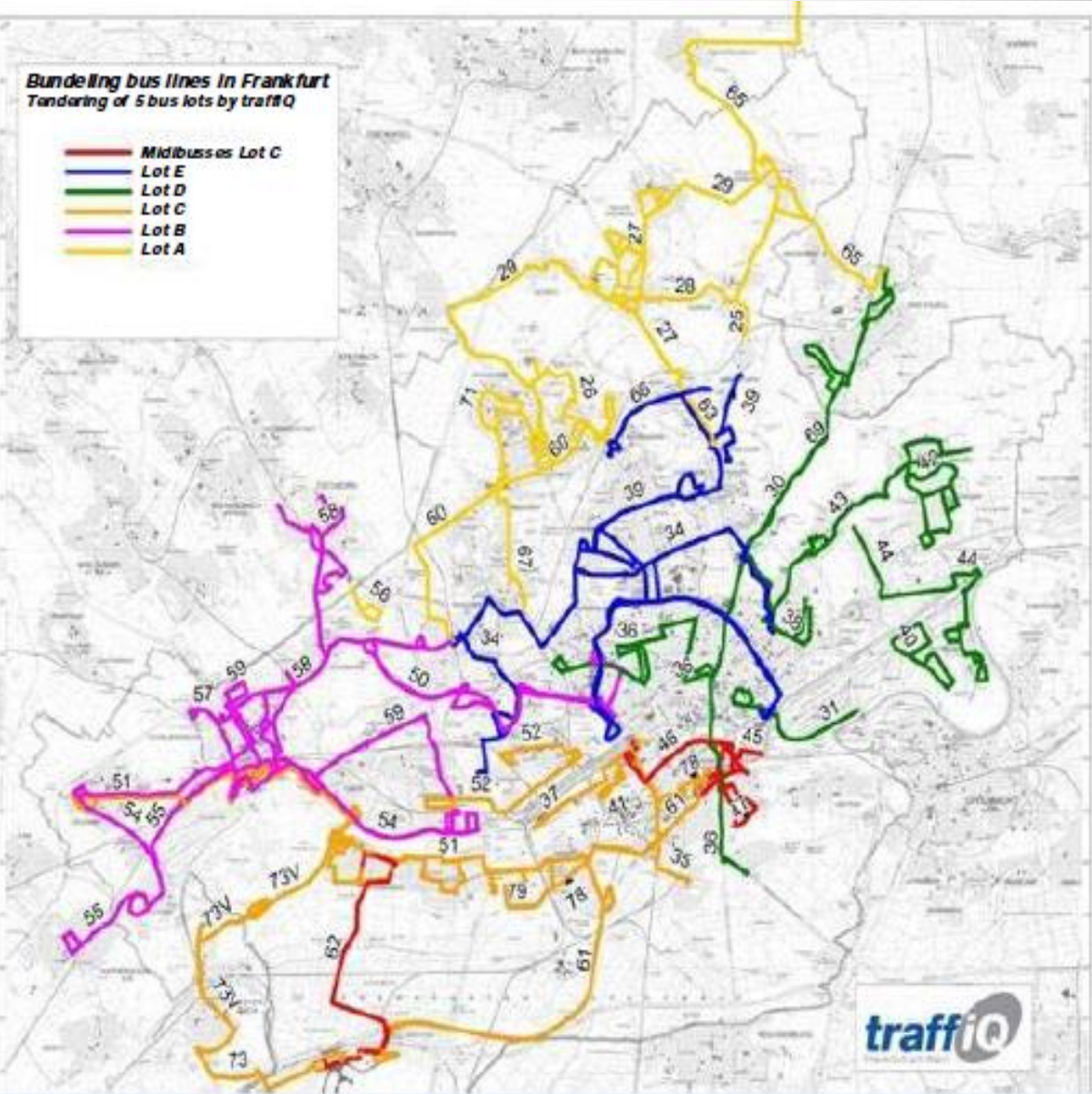


- Local bus lines tendering in 5 lots (8 in future)
- Several private bus companies are on the market
- Easy accessible infrastructure

Light rail (trams and light metro)

- Direct awarding to VGF (city owned public transport company)
- Mergence between infrastructure and vehicles, difficult for other companies to run on Frankfurts rails
- Political decision





Key data

- ▶ 5 lots/bundle of bus lines
- ▶ approx. 2-3 million km per year on each lot
- ▶ Economic bundling
- ▶ Bundling of profitable and less-profitable lines
- ▶ Bundling in order to reach smaller and medium-sized business companies as target group
- ▶ Level of service has been increasing



>> reasons for satisfaction with the public transport service

743	stops (bus, tram, tube)
max. 500 m	distance to the next stop
283	buses
292	trams & tubes
750	busdrivers
more than 66%	of the customers are satisfied with PT
25%	increase of bus km (from 13,4 to 16,9 Mio km)
15 Mio to CO ²	savings by using PT in comparison to car use
3	hybrid buses
10 min	guarantee of punctuality or money back



www.sutp.org

www.sutp.cn

www.gtzt.de/transport

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- Almost 50,000 registered users
- Approx. 30,000 downloads (per month)

New updated website since March 2012

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Transport Policy
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