Public Transportation in Germany
- The Rhein Main Transport Authority

GISELA GRÄFIN VON SCHLIEFFEN
APRIL 2019
RMV is one of the largest transport authorities in Germany

Number of passenger trips in mill/year
The Rhein-Main-Verkehrsverbund (est. 1995)

- 160 operating companies
- 55 regional rail-lines,
- 15000 stops, incl. 400 train stations
- 1000 bus-lines
- 2,5 Mio. customer every day
Polycentric Metropolitan Region Frankfurt RheinMain

Frankfurt RheinMain
4,9 Mio. Inh.

Greater London
10,3 Mio. Inh.

Ile de France/Paris
9,3 Mio. Inh.
Economic Region Frankfurt RheinMain

- European Traffic Hub (Air, Rail, Road)
- Banking and Trade Centre
- Industrial Region
- Software and IT-Cluster
- Universities, Sciences, Research

Region Frankfurt RheinMain

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>14,000 sq km</td>
</tr>
<tr>
<td>Population</td>
<td>4,9 Mio.</td>
</tr>
<tr>
<td>Employees</td>
<td>2,4 Mio.</td>
</tr>
<tr>
<td>Companies</td>
<td>320,000</td>
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<tr>
<td>GNP</td>
<td>16 billion €</td>
</tr>
<tr>
<td>Local governments</td>
<td>408</td>
</tr>
</tbody>
</table>
Frankfurt/RheinMain
„Mobile Region“ and European Traffic Hub
Types of public transport services in FrankfurtRhineMain

The Lines of the **S-Bahn** make the surrounding areas of Frankfurt as well as the central urban areas more accessible.

The **regional trains** link the different Centers in the RMV-Area.

The **regional buses** provide connections to central facilities and industrial areas, now also as express buses preceding the creation of further S-Bahn lines.

The **local buses** as well as the **underground and tram** ensure the coverage of the entire inner cities and have a transfer function to the S-Bahn and Regional railways.
Creating a transport authority

Legislation demand
- European & German legislation demanded more (1993)

Opportunities for improvement
- Establish regional management for services across municipality borders (counties, cities)
- Establish common ticket across several service operators
- Align time tables across operators

Basic decisions
- Political level, the basic idea was to save the current revenue base
- Complex set of rules and regulations e.g. for the financial distribution had to be established
Basic Principle: Separation of political responsibilities and operation

**Political Level**
- State Hessen
- District-Free Cities
- Special Status Cities
- Districts

**Admin Level**
- Regional Transport Authority
- Local Transport Organization

**Ops. Level**
- Regional rail
- Regional bus
- Local PT

Public Bodies

Ensure sufficient PT-service and are responsible for
- PT-planning
- PT-organization
- PT-financing

Management of PT
- Service & Schedule
- Contracting
- Tariff
- Revenue allocation
- Traffic surveys
- Marketing

Operation of PT
- Transport passengers within the public transport network
- Maintenance of infrastructure & stock
RMV is the regional public transport authority

- **Services & Schedule**
  - One common schedule

- **Contracting**
  - Regular tendering, ongoing QM

- **Tariff**
  - Single ticket across all operators

- **Revenue allocation**
  - Revenue collection and allocation

- **Traffic surveys**
  - Align with customers, service demand

- **Marketing**
  - Common brand
The Network Benefit for Customers

- Only one ticket
- Use of the local and regional buses and trains according to consistent rules and fares
- One Schedule
- Consistent fares
20+ years of RMV

- Revenue RMV (€ Mio): 2008 - 663, 2018 - 769
New Challenges today

Society trends
- Increasing mobility demand
- Silver society
- Value change: ecological aspects, PT in the focus, urbanization

Political Framework
- Climate saving measures

New market players – Competitor or partner?
- DB
- book-n-drive
- stadtmobil
- Flinkster
- Call a Bike
- VIA
- VAN
- Uber

Technological Development
- Digitalization and connectivity of services and operations
Road to future success – Regional Public Transportation Development Plan

- Capacity increase and additional services in the metropolitan areas
- Express trains between centers
- Express buses supplementing rail services
- Implementation of flexible and innovative modes of transport in rural areas
- Innovative fare and ticketing system
Conclusion

- Political Sponsorship incl. funding
- Three level model: separation of political, administrative and operational level
- Success factors:
  - Integrated development and service
  - Competition amongst operators
  - Partner management
Viele Gesichter. Eine Region.

Machen Sie doch einfach öfter mal einen kleinen Heimatspass! Die Partner im RMV bringen Sie überall hin, wo unsere Region am schönsten ist. Mit einem Tarif, einer Fahrkarte, einem Fahrplan.

Verbindet die Menschen. Verbindet die Region.

Thank you!
G_Schlieffen@rmv.de
Backup
Implementing the regional PT framework in phases

Preparation: Create Service Bundles
- Convert existing services to bundles for future tendering
- 30 regional rail networks
- 80 regional bus services/networks

Interim: Convert to network service contracts
- Review existing contracts
- Upon renewal, convert to network service contracts
- New contracts have different termination dates to allow for new operators to bid on them in a flow, not a bundle

Competition: Tendering of network service contracts
- European wide tendering
- Longer contract times for rail services due to rolling stock investment needs*
- Shorter contract times for bus services

*tracks are separated: owned by different companies, separate regulation applies
Station development plan

- Design guidelines
- Requirements re. safety, access to everyone
- Requirements re. infrastructure to keep it clean (waste bins, ...)
- Co-funding of prototypes
Financing public transport at RMV: 2013 approximately 57% of total costs covered by revenues from ticket sales

- 57% of total costs are covered by revenues from ticketing sales
- Average revenues of 1,09 EUR generated per passenger trip

Application of funds:
- Rolling stock
- HR
- Infrastructure
- Energy

Source of funds:
- Ticket sales
- Public funds

€ 1.4 billion
## Modal Split

<table>
<thead>
<tr>
<th></th>
<th>City of Frankfurt</th>
<th>Inner center</th>
<th>Rural areas</th>
<th>RMV average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual cars</td>
<td>36 %</td>
<td>10 %</td>
<td>85 %</td>
<td>62 %</td>
</tr>
<tr>
<td>Public transport</td>
<td>40 %</td>
<td>75 %</td>
<td>7 %</td>
<td>19 %</td>
</tr>
<tr>
<td>Cycle, pedestrians, others</td>
<td>24 %</td>
<td>15 %</td>
<td>8 %</td>
<td>19 %</td>
</tr>
</tbody>
</table>
Trips 2017

Sum: 660 Million Trips p.a.
The Fare Rate System

Price Stage 1

Price Stage 3

Price Stage 4...

The total RMV-Area

Price Stage 7
## Ticket cost

<table>
<thead>
<tr>
<th>Income Type</th>
<th>Percentage</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsidies</td>
<td>44%</td>
<td>3.58 €</td>
</tr>
<tr>
<td>Station costs</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Umsatzsteuer</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Energy</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Route costs</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>Staff costs</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>Vehicle costs</td>
<td>27%</td>
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</tr>
</tbody>
</table>

Einnahmen pro Fahrt: 1.15 Euro