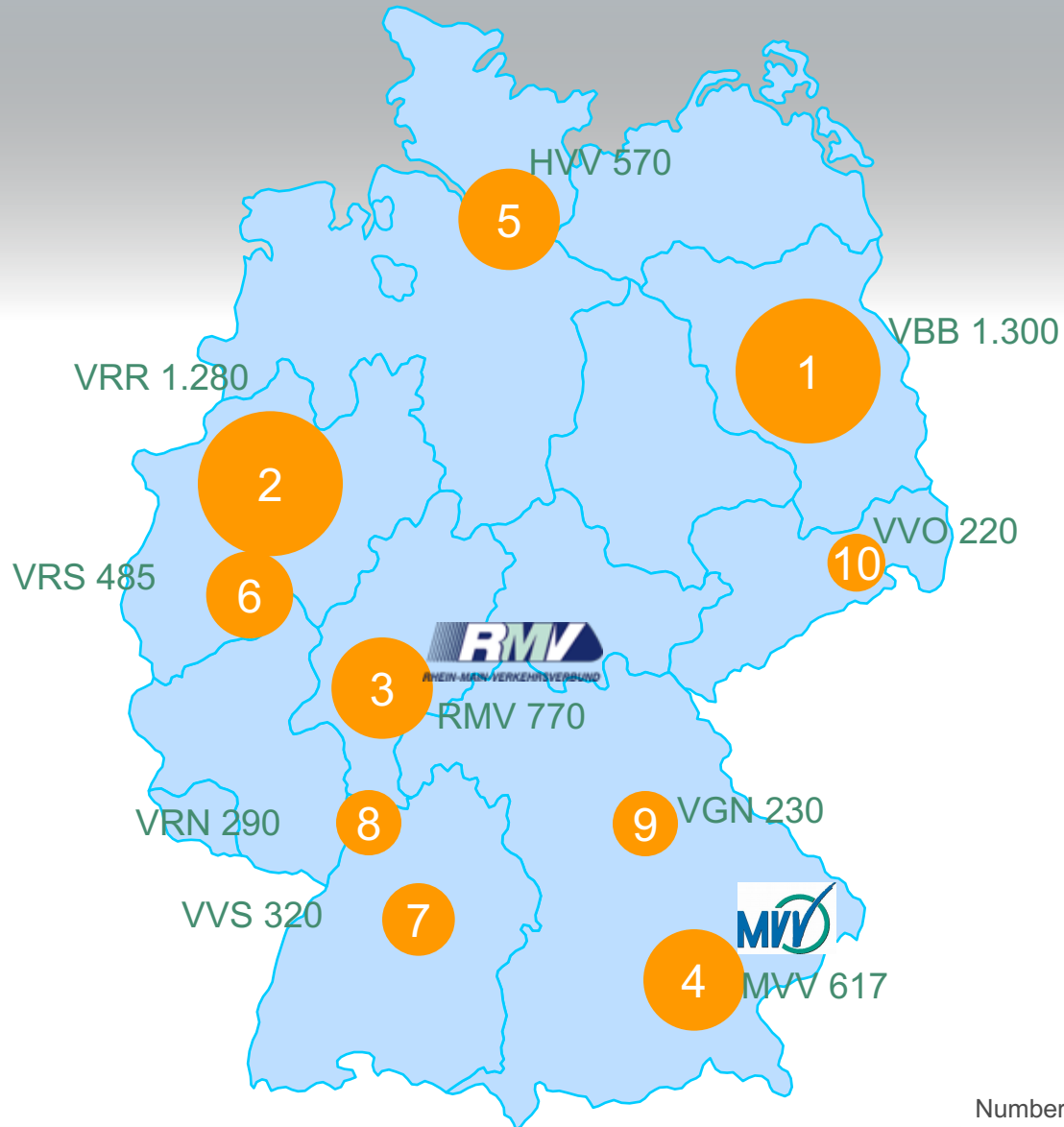




Public Transportation in Germany - The Rhein Main Transport Authority

*GISELA GRÄFIN VON SCHLIEFFEN
APRIL 2019*

RMV is one of the largest transport authorities in Germany



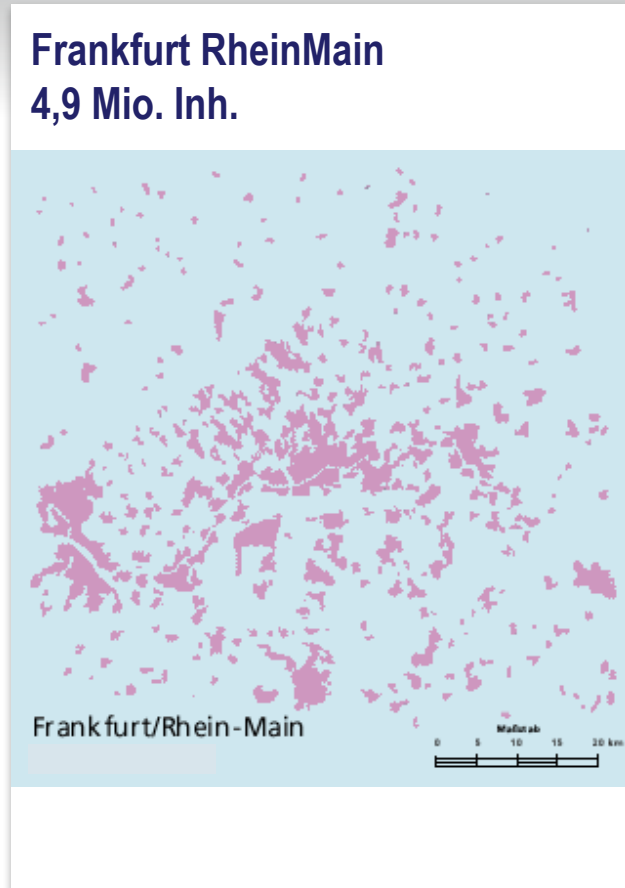
Number of passenger trips in mill/year

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



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

Area:	14.000 sq km
Population:	4,9 Mio.
Employees:	2,4 Mio.
Companies:	320.000
GNP:	16 billion €
Local governments:	408

FrankfurtRheinMain „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

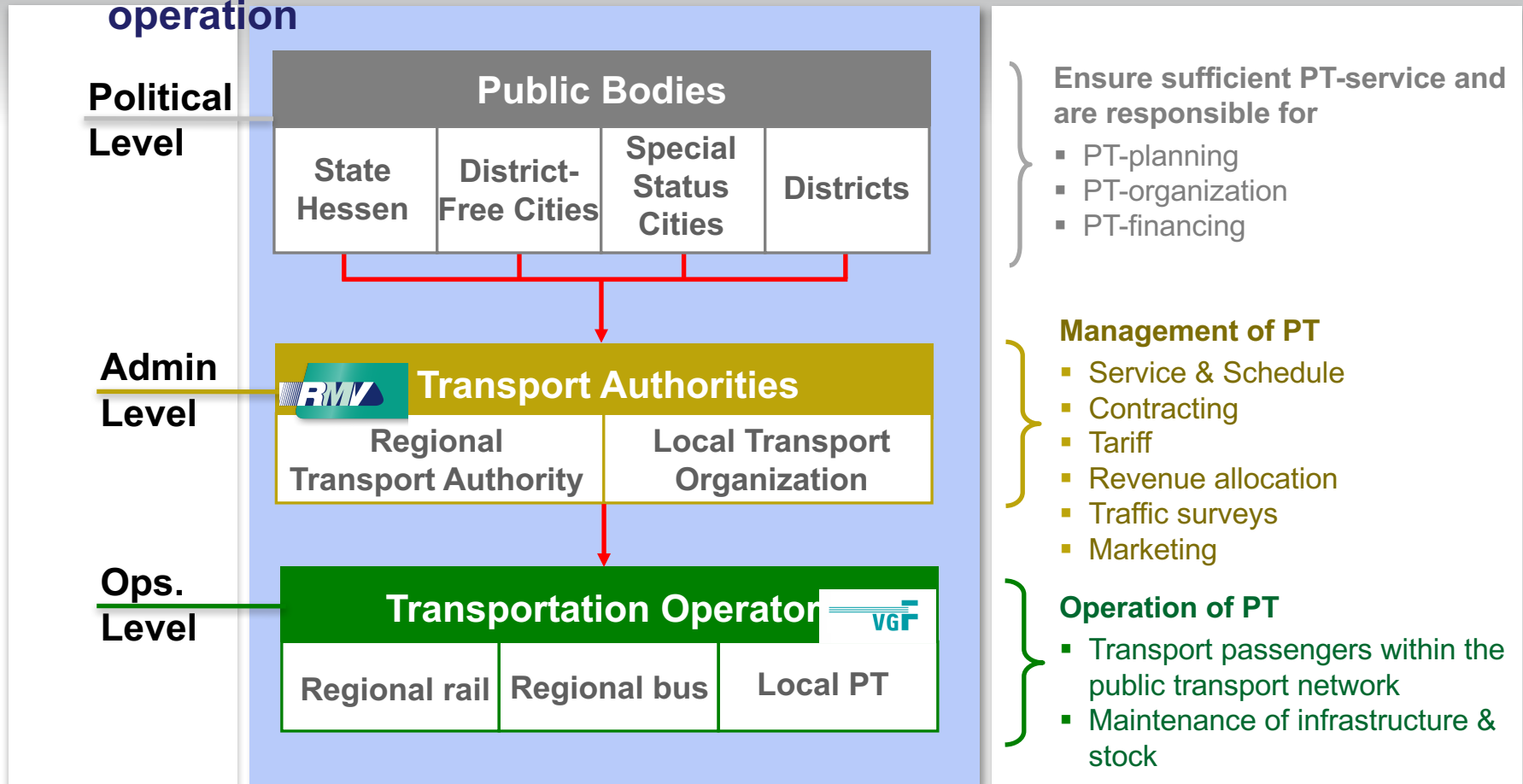
- Establish regional management for services across municipality borders (counties, cities)
- Establish common ticket across several service operators
- Align time tables across operators

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

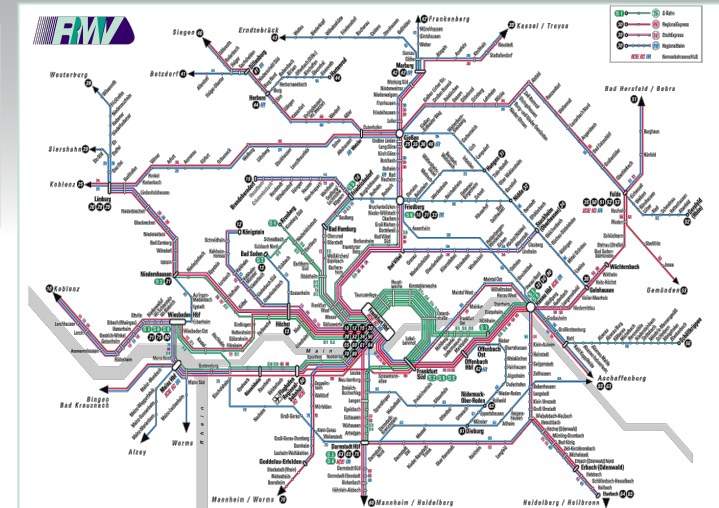
Organization: The Three Level Model

Basic Principle: Separation of political responsibilities and operation



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

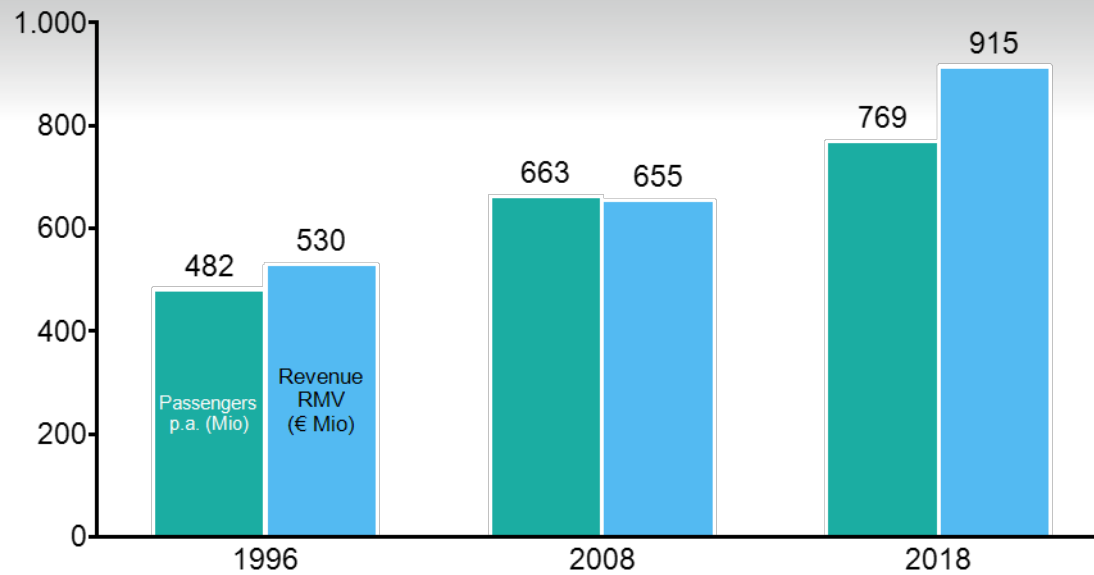


One Schedule



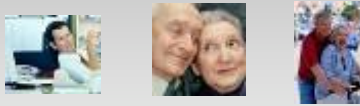
Consistent fares

20+ years of RMV



New Challenges today

Society trends

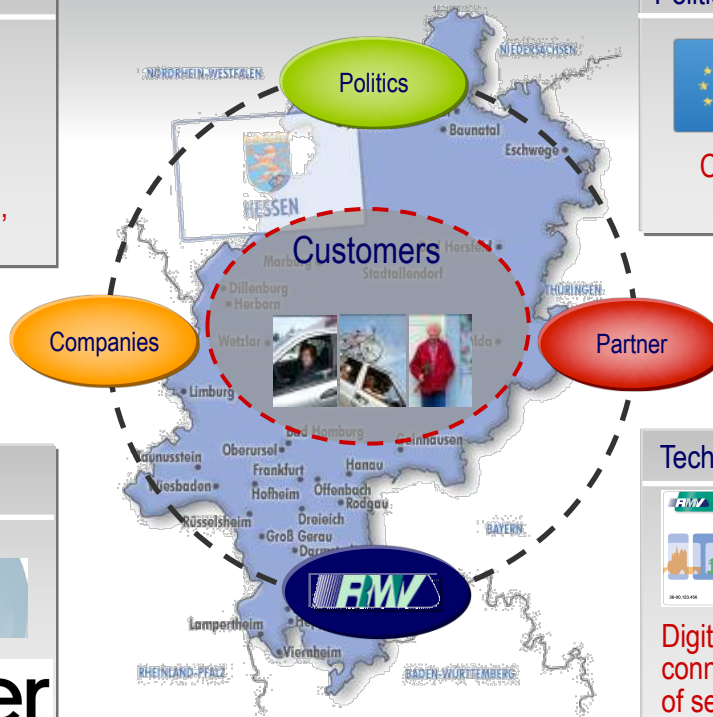


Increasing mobility demand
 Silver society
 Value change: ecological aspects,
 PT in the focus, urbanization

Political Framework



Climate saving measures



New market players – Competitor or partner?



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 Heimaturlaub! 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

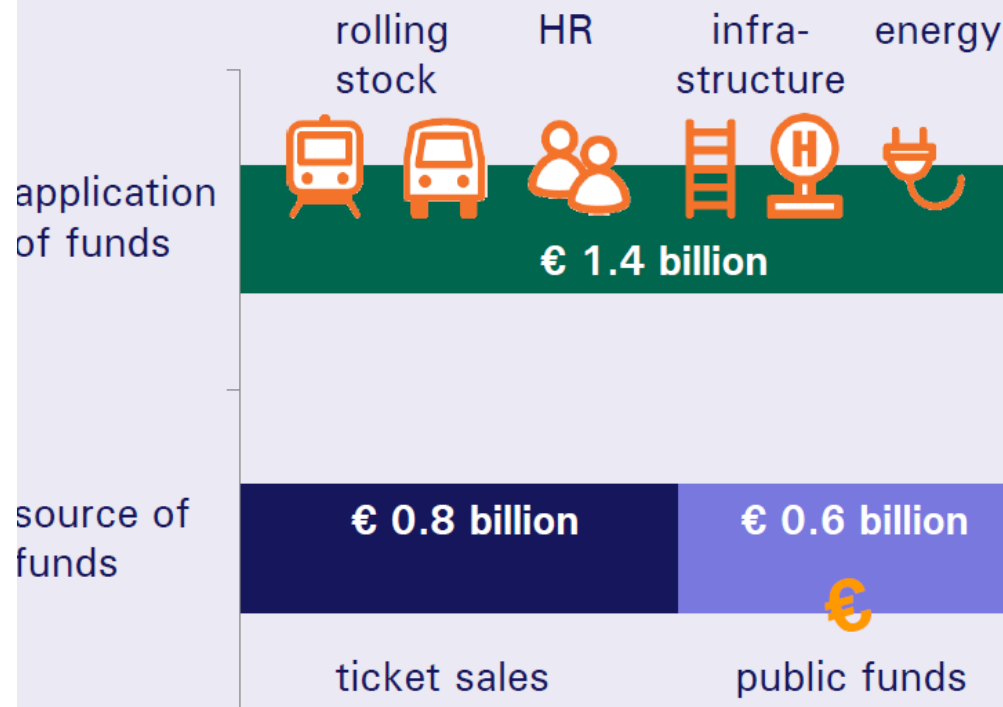
Station development plan



- Design guidelines
- Requirements re. safety, access to everyone
- Requirements re. infrastructure to keep it clean (waste bins,...)
- Co-funding of prototypes

Financing

Financing public transport at RMV: 2013 approximately 57% of total costs covered by revenues from ticket sales

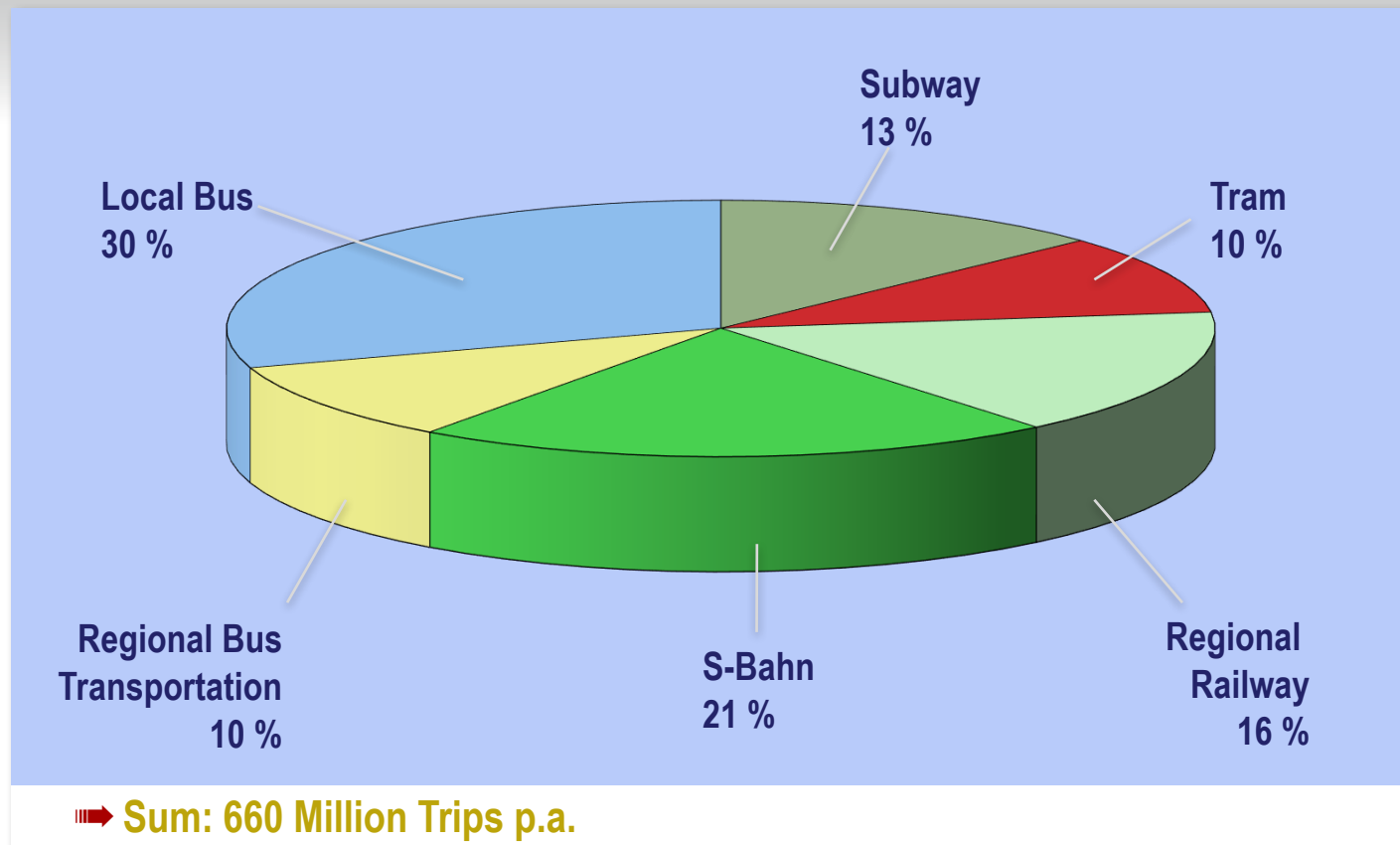


- 57% of total costs are covered by revenues from **ticketing sales**
- Average revenues of **1,09 EUR** generated per passenger trip

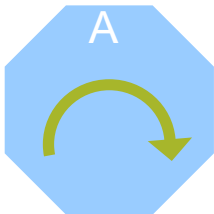
Modal Split

	City of Frankfurt	Inner center	Rural areas	RMV average
Individual cars	36 %	10 %	85 %	62 %
Public transport	40 %	75 %	7 %	19 %
Cycle, pedestrians, others	24 %	15 %	8 %	19 %

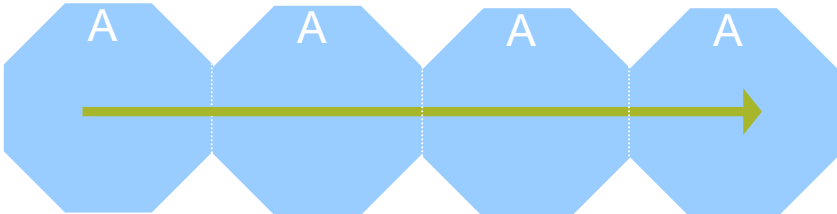
Trips 2017



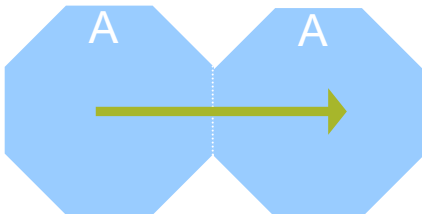
The Fare Rate System



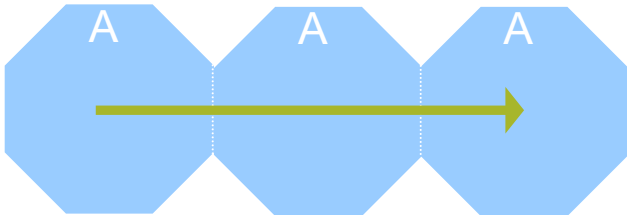
Price Stage 1



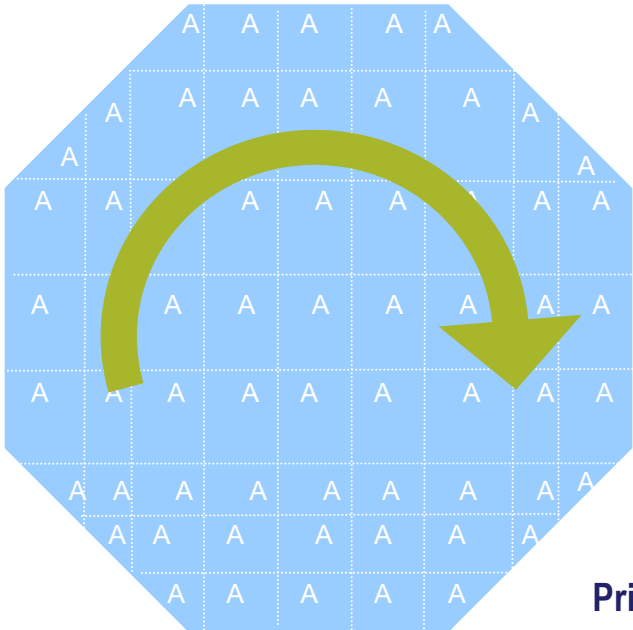
Price Stage 4 ...



Price Stage 1



Price Stage 3



The total RMV-Area

Price Stage 7

Ticket cost

Zuschuss	Stationskosten	7%
	Umsatzsteuer	8%
44%	Energie	14%
	Trassenpreise	22%
3,58 €	Personal	22%
	Fahrzeuge	27%
Einnahmen und Erträge		
56%		
4,55 €		



Einnahmen pro Fahrt: 1,15 Euro

