



1st Working Group Meeting WG 3: Market Organisation - Integration and Tariff systems -

Working Session (part 2):
Practices in network, services, schedule and tariff
integration

Barcelona, 30.03.2007



Working Programme

1. Kick-off presentation – PT integration in VVO area
2. Good practice cases in CEEC and other European countries in the field of network/schedule integration, service integration and tariff integration
 - Integration in Southern Moravia Region / Mr. Havlik
 - Tariff Union Eastern Switzerland / Mr. Wittmer
 - Further presentations/explanations on current practices/ ALL
3. Discussion of Organisational set up for integration
4. Summary and outcome of working session



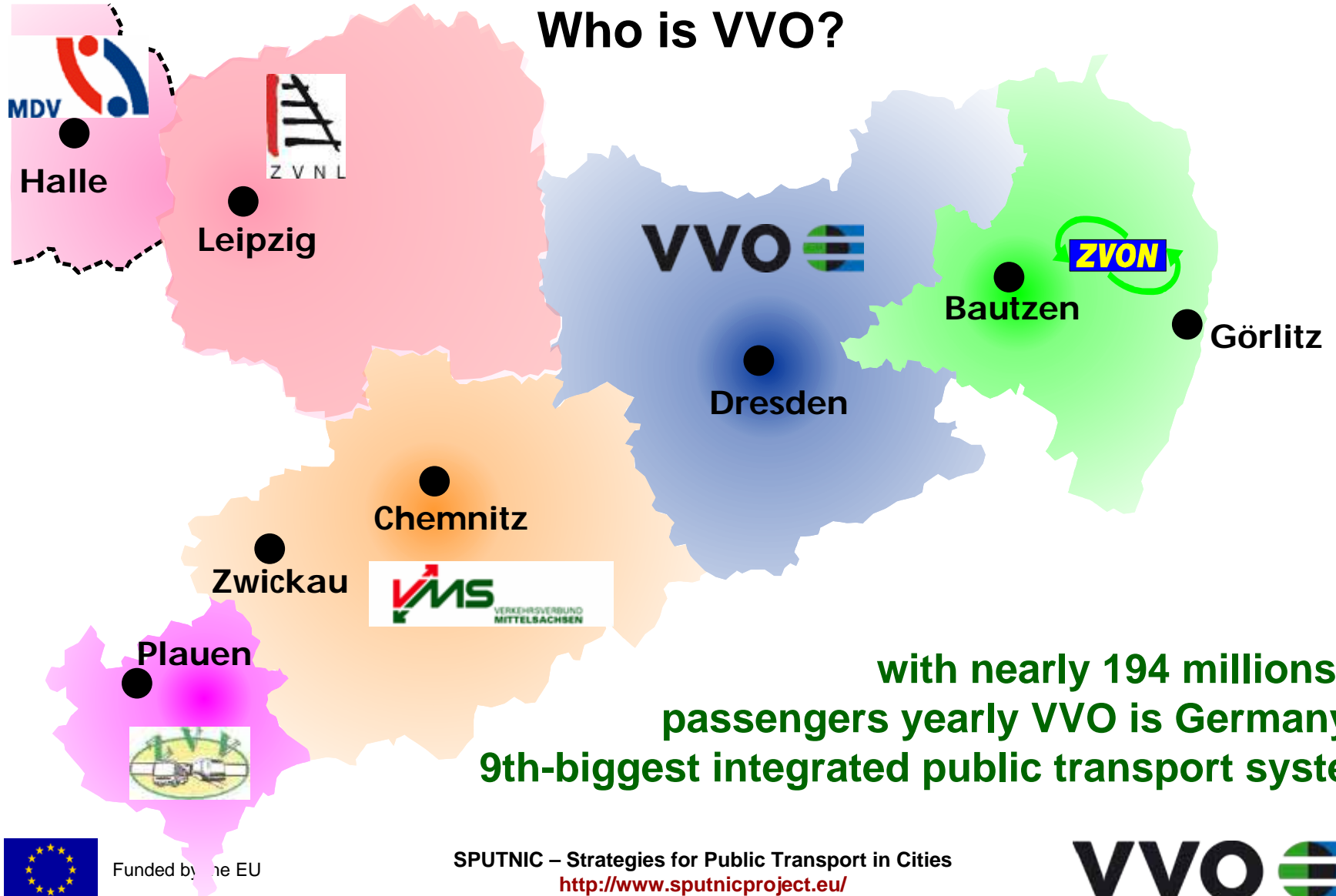
1. Kick off presentation – PT integration in VVO-area

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Who is VVO?

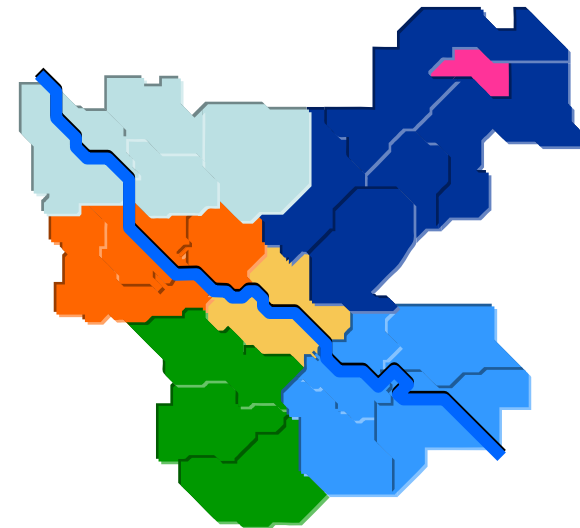


with nearly 194 millions of
passengers yearly VVO is Germany's
9th-biggest integrated public transport system



Who is VVO?

- VVO covers a region of 4.800 km² with 1,2 Mio. inhabitants and
 - 3 rapid transit railway lines (S-Bahn)
 - 21 regional railway lines
 - 2 narrow gauge railways
 - 208 regional bus lines
 - 66 urban bus lines
 - 13 tram lines in the city of Dresden
 - 19 ferries crossing the river Elbe





General Main Tasks

- Planning, organisation and management of an integrated PT system
 - Network and schedule integration
 - Tariff and fare integration
 - Integration of passenger information
- Ordering and financing of railway services
- Tendering and contracting of railway services





Network and schedule integration

- General Public Transport Plan

... origin and basis for all further regional detail planning

- Integrated organisation and definition of Public Transport (PT) – 12 operators
- Saving of PT service levels
- Efficient adjustment of all the several transport modes
- Setting of general quality standards for the whole PT





Efficient adjustment of transport modes



Regional railway for
speedy regional
connections



Tramway/Light rail to
move high numbers of
Passengers within
conurbations



Area services to
feed rail bound
services

+ optimal points of interchange

Tariff and
fare



Schedule

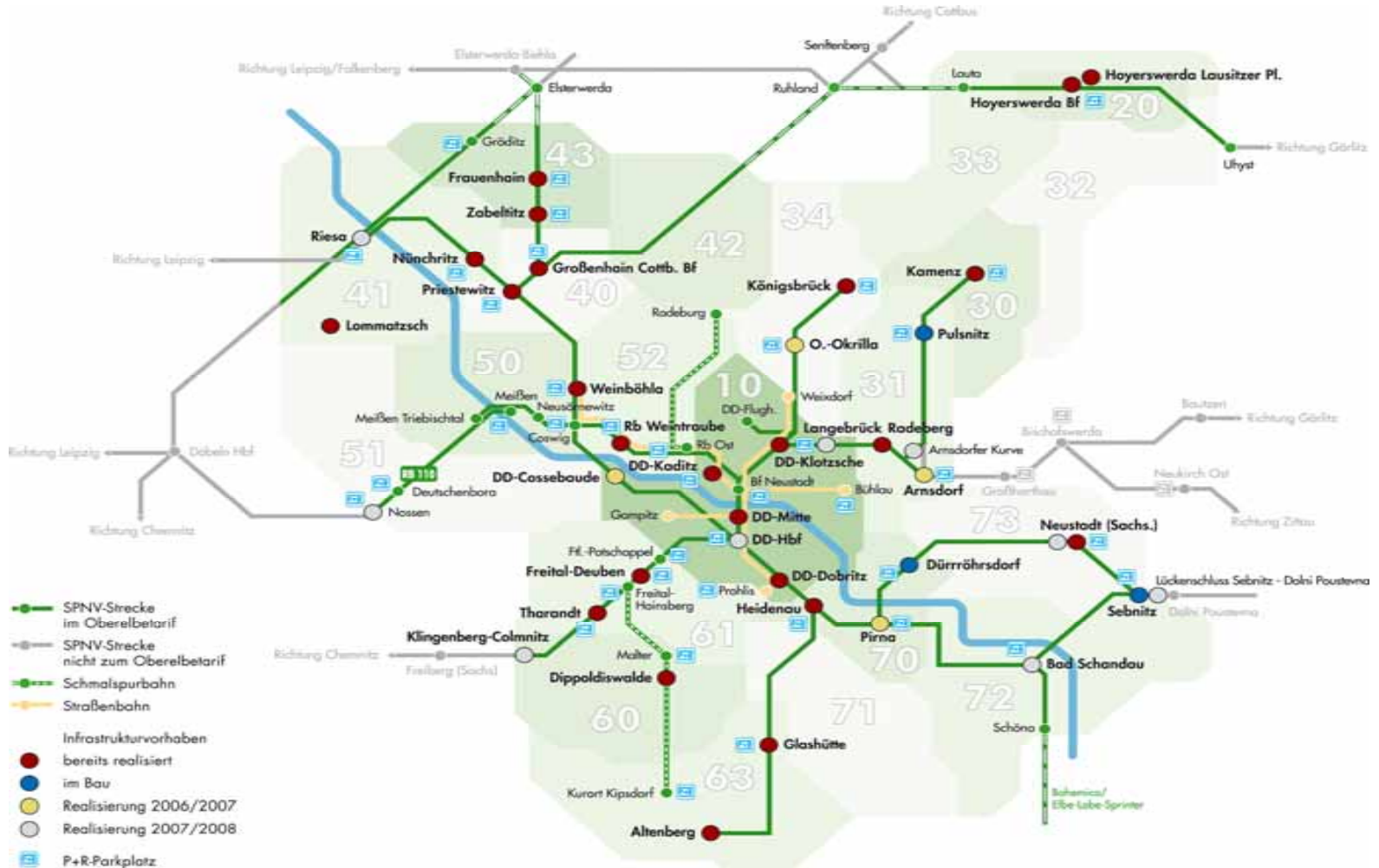


Barrier
freedom





Network and schedule integration





Tariff and fare integration

- In view of transport chain integrated tariff and fare system is essential
- Different tariffs for particular transport modes are the most important access barrier to PT → customer survey
- With its implementation in 1998 VVO for the first time offered the customers such an integrated tariff and fare system



One ticket for all trains, busses and trams in
VVO-area



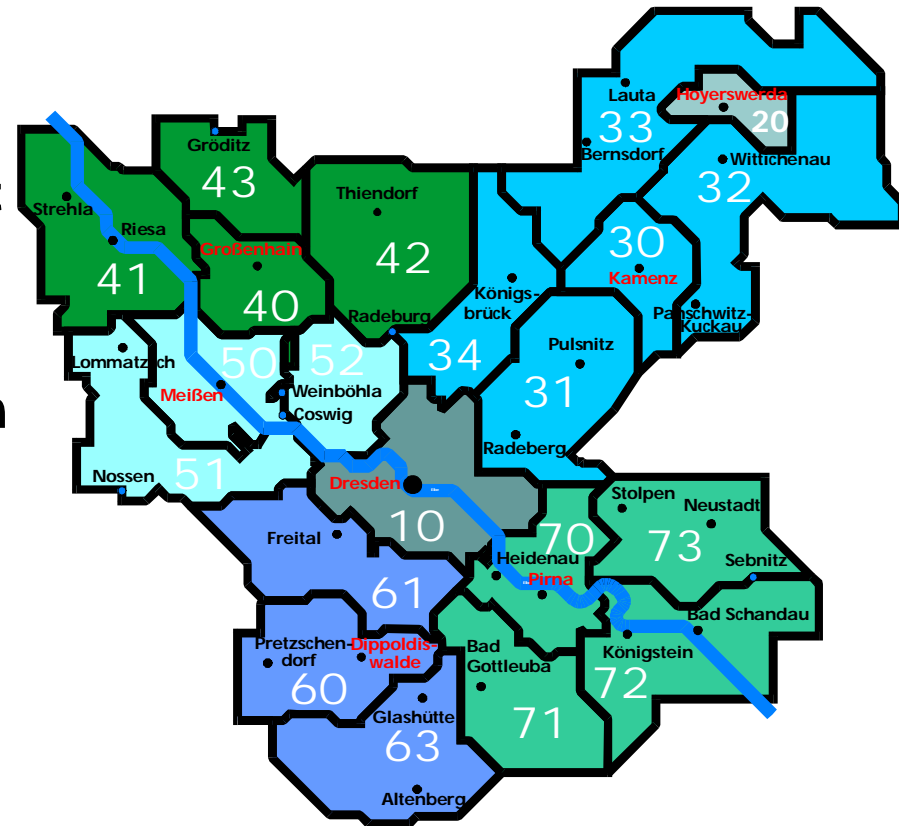
Tariff and fare integration

Characteristics

- large fare zones (22)
- harmonised ticket assortment
- harmonised rules and regulations
- distance to every central town no longer than 2 zones

Advantages

- transparency and ease
- customer orientated
- easy handling for companies





Tariff and fare integration

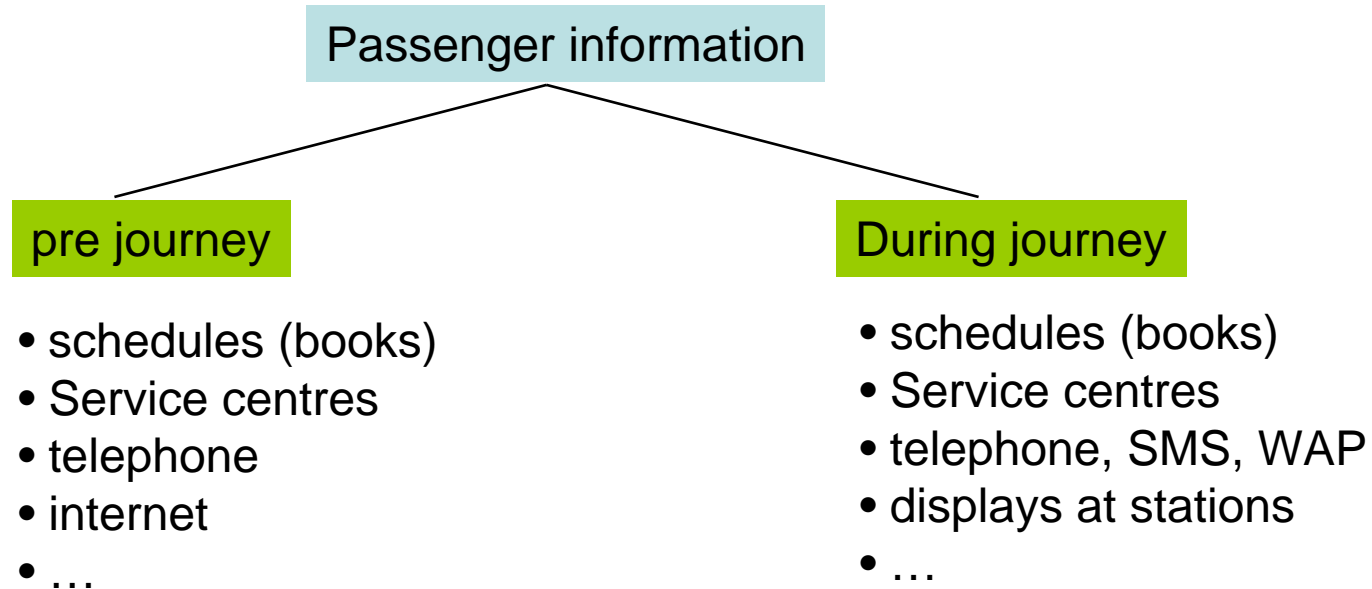
- Integrated PT system, easy accessible for customers
- Transparent, easy in understanding and using for customers as well as for companies
- Harmonisation of various tariff systems (one ticket for all) and reduction of existing tariff conflicts
- Increasing of the modal split of public transport
- Increasing the quantity of passengers and sales volume in the covered area
- Joint marketing of public transport operators within the traffic association

Targets



Service integration

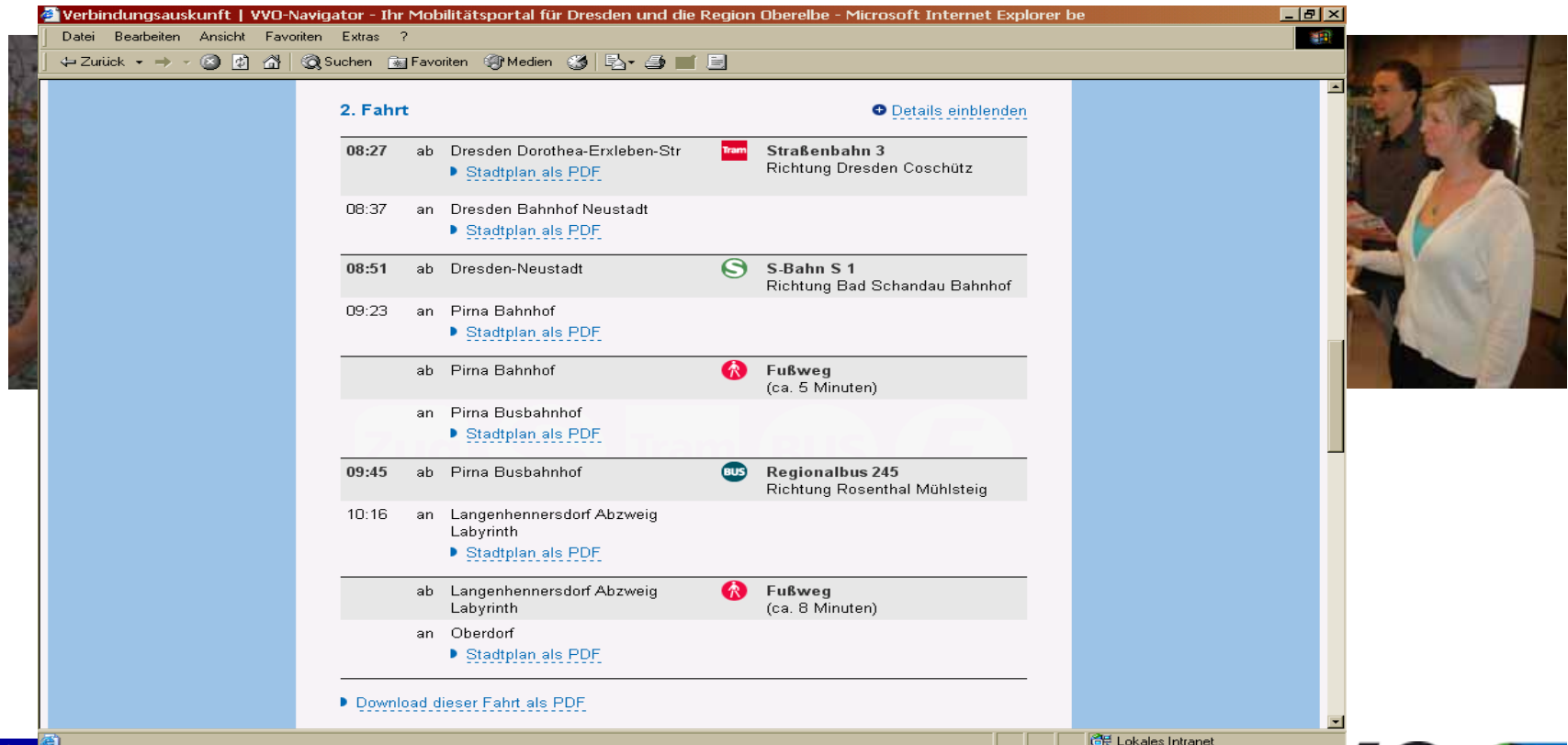
- Passenger information (covering all transport modes)
 - Very complex but for customers essential item





Service integration – passenger information

- VVO offers a all transport modes covering schedule information








Verbindungsankunft | VVO-Navigator - Ihr Mobilitätsportal für Dresden und die Region Oberelbe - Microsoft Internet Explorer be

Datei Bearbeiten Ansicht Favoriten Extras ?

← Zurück → Suchen Favoriten Medien

2. Fahrt [+ Details einblenden](#)

08:27	ab Dresden Dorothea-Erxleben-Str		Straßenbahn 3 Richtung Dresden Coschütz
	Stadtplan als PDF		
08:37	an Dresden Bahnhof Neustadt		
	Stadtplan als PDF		
08:51	ab Dresden-Neustadt		S-Bahn S 1 Richtung Bad Schandau Bahnhof
09:23	an Pirna Bahnhof		
	Stadtplan als PDF		
	ab Pirna Bahnhof		Fußweg (ca. 5 Minuten)
	an Pirna Busbahnhof		
	Stadtplan als PDF		
09:45	ab Pirna Busbahnhof		Regionalbus 245 Richtung Rosenthal Mühlsteig
10:16	an Langenhennersdorf Abzweig Labyrinth		
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	ab Langenhennersdorf Abzweig Labyrinth		Fußweg (ca. 8 Minuten)
	an Oberdorf		
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Lokales Intranet



ensuring tradition...



...designing future

Thank you for your attention.

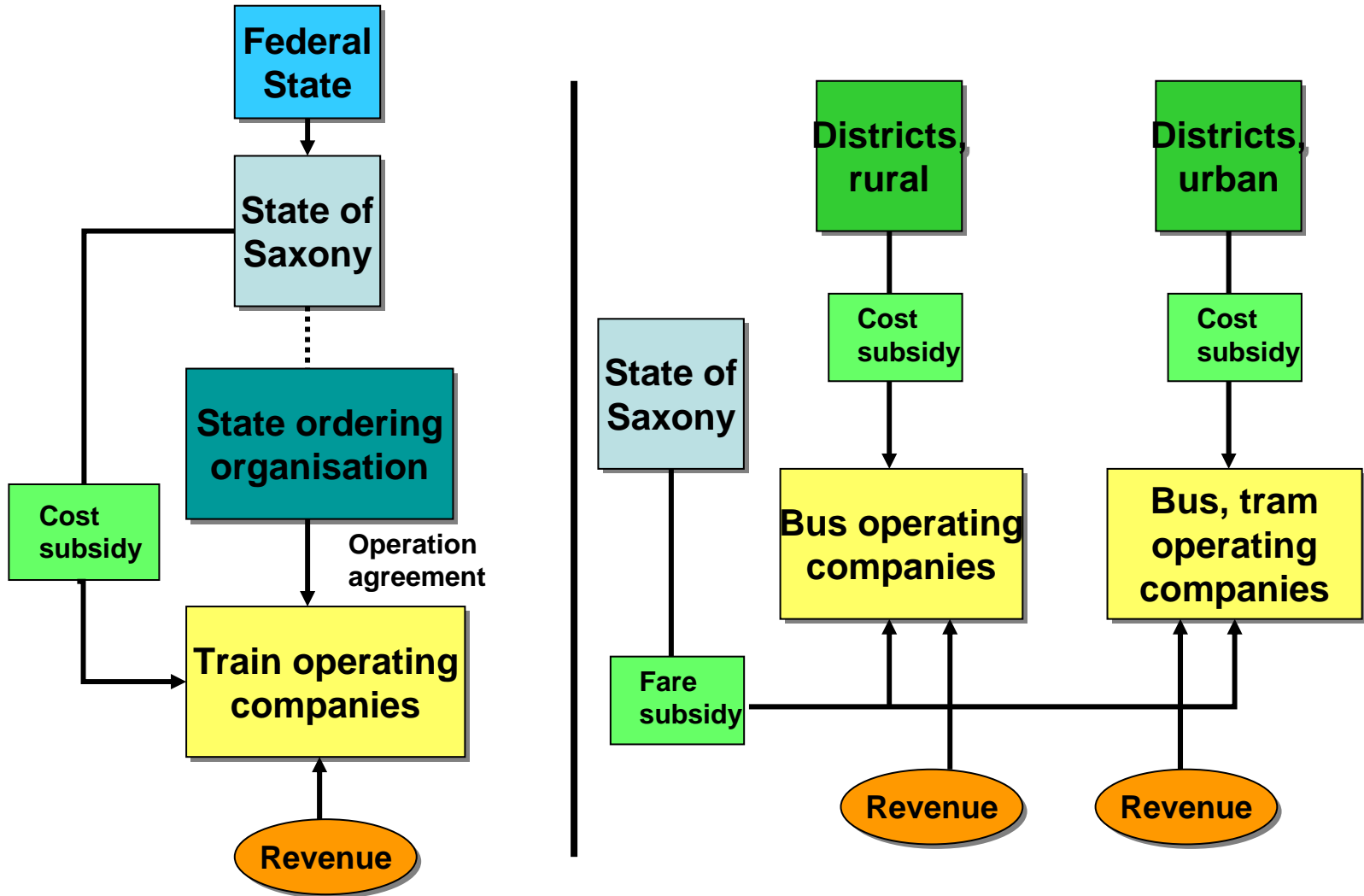


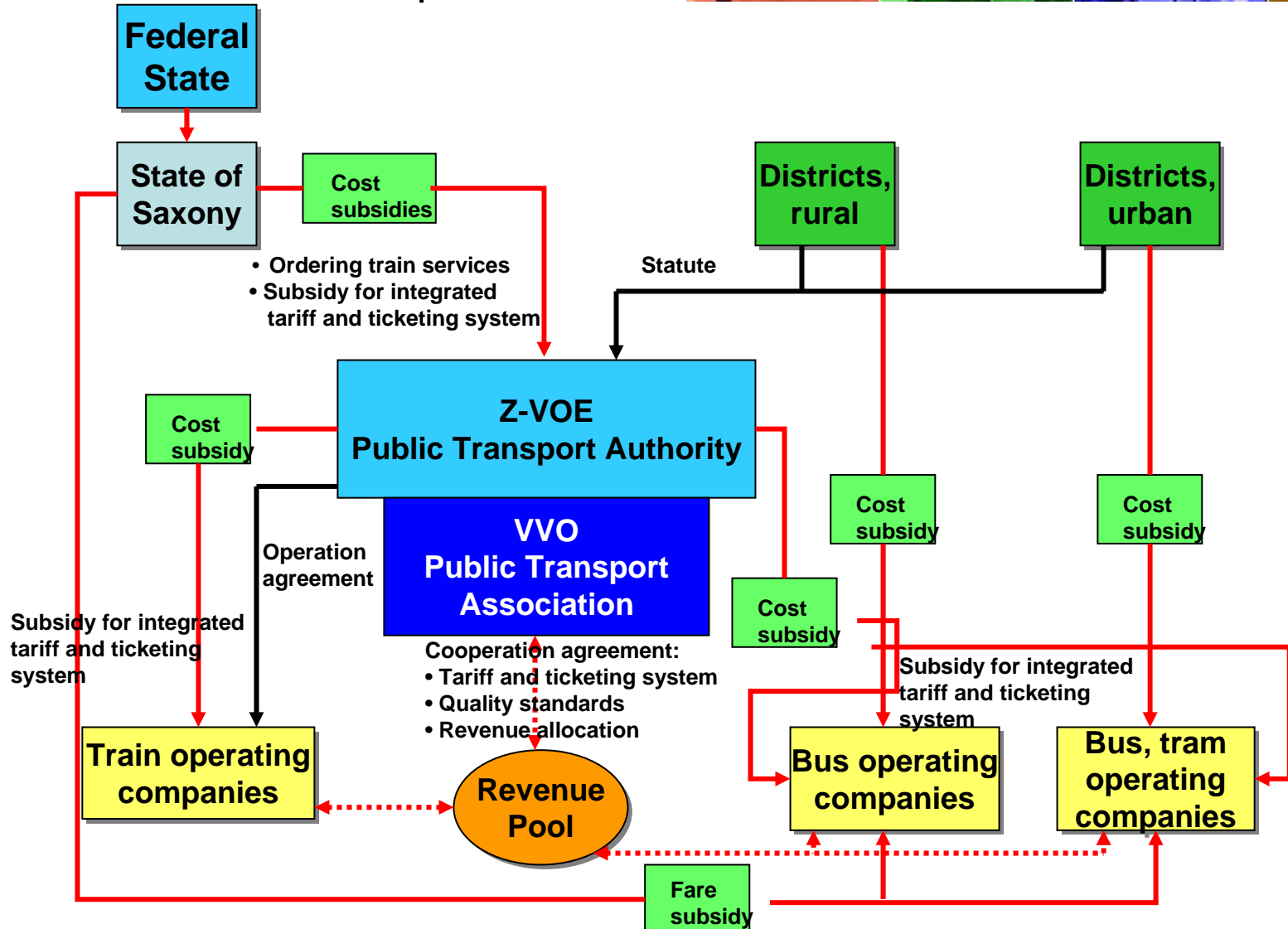
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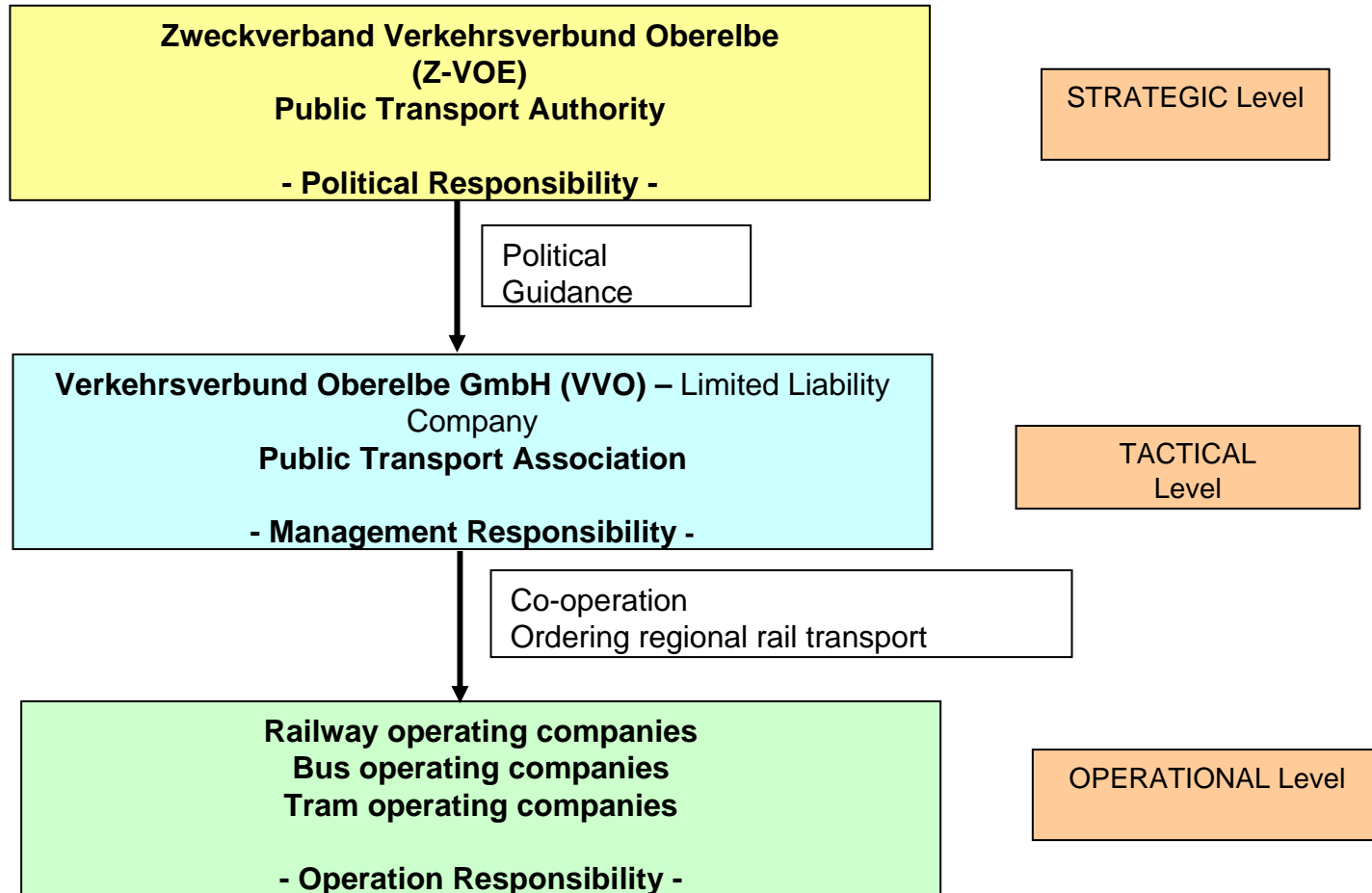
3. Discussion of Organisational set up for integration







Three-level-model





Financing Decree

- Regulates transfer of money from German law of regionalisation to the 5 public transport associations
- Defines finance quota of every association concerning the respective share of the rail services volume
- describes the goals and the way of using the finances e. g. for subsidizing rail and bus services as well as supporting infrastructure-investments



Basic contract (Grundvertrag)

... between State of Saxony and Z-VOE defines main tasks of the Z-VOE concerning planning and organisation of public transport

- Basic public transport planning and environmental goals
- Possibility of establishment of a Public Transport Association (VVO GmbH) to enforce the defined goals
- Development of an integrated public transport system – installation of an integrated ticketing system, unitary sale and marketing
- State-subsidy for implementation of an integrated ticketing system (financing of harmonisation losses and check-through losses)



Frame contract

- . . . between State of Saxony and Z-VOE regulates the transfer of responsibility for rail services
- Z-VOE get the full responsibility for the regional transport on rail
 - Framework for the financing of rail services
 - Conditions concerning financing and ordering of new rail services, especially rapid mass rail transport (S-Bahn)
 - Conditions concerning financing of narrow gauge railways
 - Conditions for new infrastructure projects and for furtherance of vehicles



Co-operation contract

- . . . between Z-VOE and actual 9 operators regulates the integration of public transport and the coordinated work between the Z-VOE, the local authorities and the operators
- Z-VOE is responsible for the rail services and for the co-ordination of the regional bus services
 - Local authorities (rural districts, cities) are responsible for there local transport
 - Operators are responsible for the traffic services, they have the direct contract with the customer
 - Customer contract by accepting the travel conditions and buying a ticket



Company contract of VVO Ltd.

- 100 % subsidiary of Z-VOE
- Founded for more efficient work according private law
 - Purpose and responsibilities of company
 - Share capital and financing of company
 - Bodies of company (shareholders meeting, supervisory board, management board)
 - Organisation and responsibilities of bodies
 - Audits and audit division



Transport-Service-Contracts

- Actual 2 for railway services
- Actual 1 for tramway services
- Actual 10 for regional bus services (compensation of canceled railway services)
- With introduction of competition large number of new contracts will be closed (bus and rail)
 - Description of required performance in mobility and service
 - Process of ordering the several rail services
 - Quality standards (staff, vehicles, stations etc.)
 - Tariff, sales, marketing
 - Reports, report periods of the operating company
 - Evaluation of services and its quality, penalties for bad service
 - Prices, modality of financing
 - Accounting of railway services



Discussion of Organisational set up for integration

- What is the most important organisational barrier from your point of view?
- Which agreements/contracts you think you will need or do you want?
 - Agreements (e.g. on tariff acceptance between operators)
 - Cooperation (contracts)
 - New unit for PT integration
- Experiences with different approaches/schemes?
 - Advantages/ disadvantages
 - Steps for implementation?



4. Summary and outcome of working session