

Project overview

- Project / process title: Sustainable funding for public traffic
- Name/s of the involved institution/s: DST / VDV (German cities association / German association for public traffic enterprises)
- Project description: Public traffic needs efficient and stable state funding for modernization, accessibility, digital development, infrastructure and rolling stock for a better environment and against climate change



1. Institutional setting

What were the framework conditions for the practice that will be presented?

- Railway reform
- Responsibility of cities and rural districts for planning, financing and organizing public traffic (tram, bus, underground)
- Unbundling of finance responsibilities of federal and regional level
- Actors: Federal, regional and municipal level, transportation companies



2. Starting point

What was the main challenge, issue, problem to be addressed by the practice?

- Public traffic will not be cost-covering
- Connections in the night, in rural areas and/or for pupils.
- For children, students, apprentices, trainees, and home staying partners public traffic is very important
- State and municipalities as guarantor of public services
- Taking all users and politics on board for future solutions



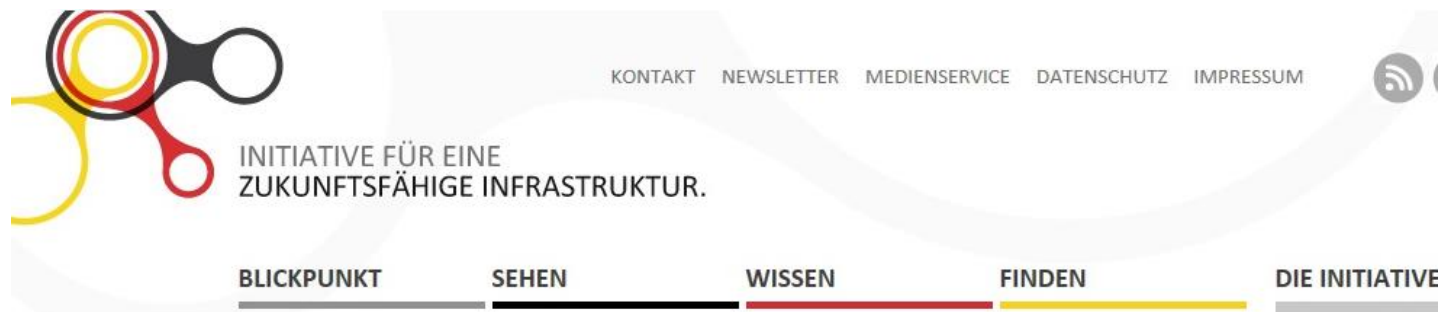
3. Approach

Which methods, tools or instruments have been developed and were applied to address the challenge?

- Resolutions
- Communication and PR
- Working as lobby group
- Conferences (federal and regional)
- Initiative on infrastructure with many partners:



<http://www.damit-deutschland-vorne-bleibt.de/>



4. Outputs



Which were the concrete tangible results?

- Increase of the funding for regional railway (8,2 billion EUR p.a., 7,5 before), dynamization of 2% till 2030
- Unbundling of federal and regional support for municipal traffic infrastructure by constitution (1,67 billion EUR p.a.):
- Federal state will give funding for railway, underground and tram projects > 50 Mio. EUR (0,33 billion EUR p.a.), increase on 1,0 billion EUR and dynamization till 2020
- Region will give funding for street infrastructure, busses, bicycles etc. (1,34 billion EUR p.a. not yet increased)

5. Lessons

What are the main lessons learnt in the course of implementation of the good practice?

- Long-term approach is necessary
- As long as state and regional level negotiate the municipal public traffic will starve
- Showing red card to unwilling policies
- Finding partners on all levels



6. Follow up

Are there any open questions that need to be dealt with?

- Evaluation of public transport and its qualities
- Analyzing the exact needs for infrastructure
- Innovating systems in public transport for more cost-efficiency

