
PRO BAHN experiences on grassroots

- passenger workshops as input for lobby -

March 17th, 2017

Rotterdam

Jörg Bruchertseifer

**Fahrgastverband PRO BAHN
Vice Chairman**

15th EPF conference

Brief view on history

- 1994, liberalization of rail transportation
- regionalization of regional railway services
- Transfer of responsibility to federal state level (Länder)
- Segmentation into long distance services (Fernverkehr) and regional services (Nahverkehr, Regionalverkehr)
- 27 new authorities (for the 16 federal states)



Still complex PT responsibilities

Augsburg area:

- (Regional) Trains: BEG (Bavarian rail authority)
- Regional busses: AVV (Management company of the city of Augsburg and the surrounding districts)
- City busses: SWA (City owned company)
- City trams: SWA (City owned company)

Rail tendering experiences

- Splitting network in subnetworks (franchises)
- Stepwise calls for tenders
- Raised efficiency - 30% more services

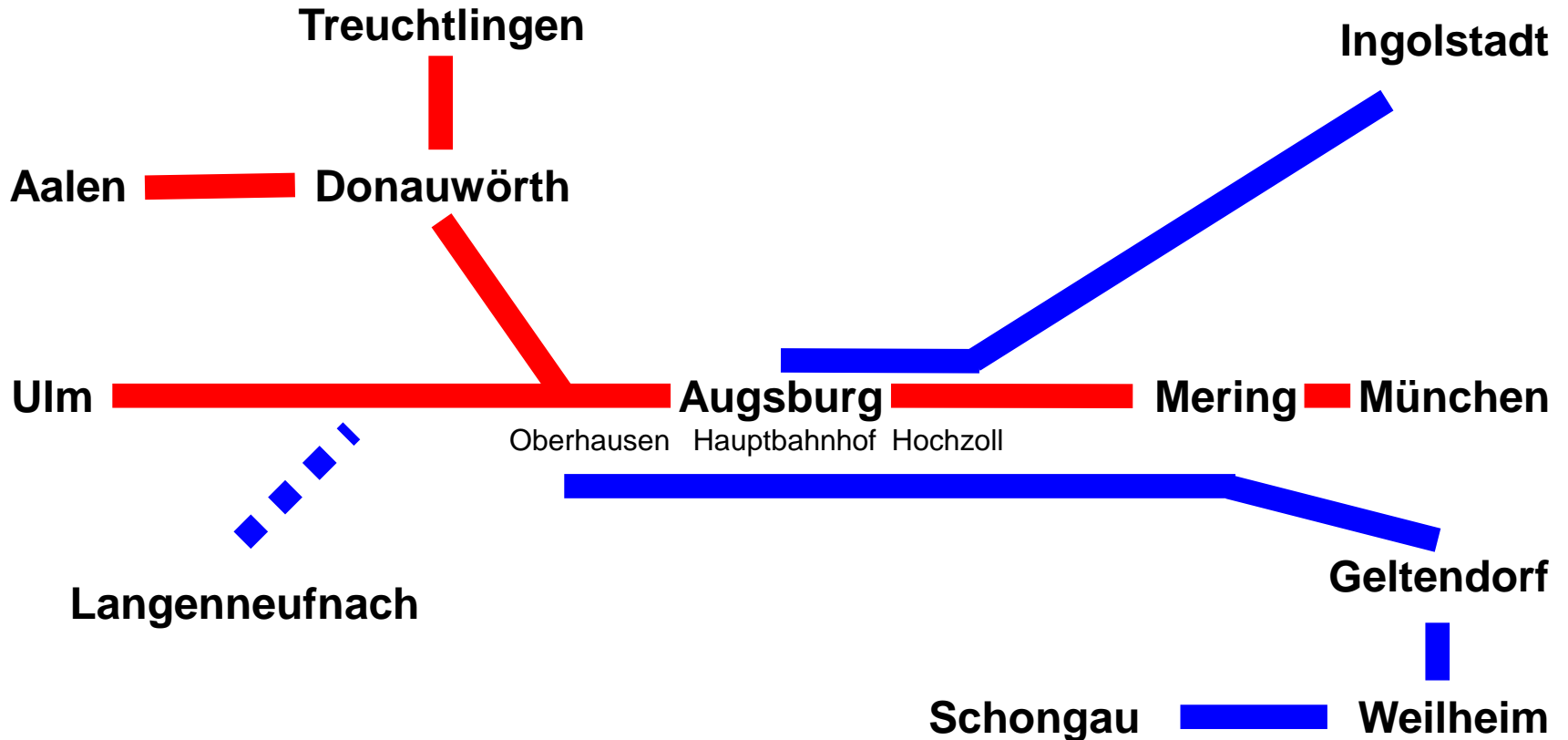
But occasionally:

- Insufficient specifications by authorities
- Focus on optimizing operations instead of optimizing passenger/customer needs

Result:

- No (not enough) luggage racks
- Raw spacing 75cm (extremely tight for standard rail services)
- Standing in cramped conditions, especially during commuter times

New contracts for lines



Passenger workshop I: “timetable”

- Only one train per hour on weekends on some routes
- Reduced services on some route parts in peak hours
- Gaps in timetables, irregular intervals
- More frequent services northbound towards Nuremberg (connecting the 2nd and 3rd largest cities of Bavaria)
- The 30min interval between Munich and Augsburg ends too early in the evening (21:00)
- Not optimal connections in the evening between the lines
- Bad synchronisation of overlapping legs of train routes in the evening
- Not optimal connections from long distance trains in the evening

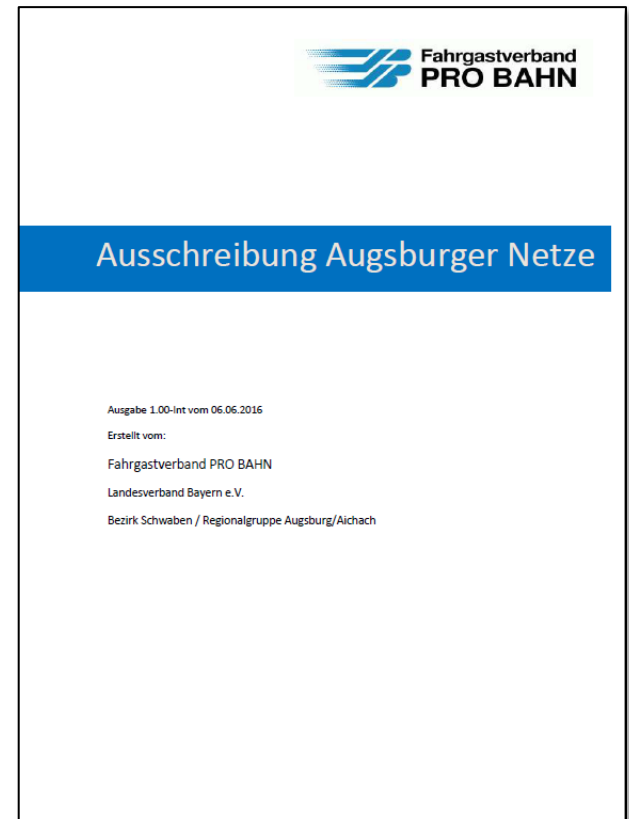
Passenger workshop II: „vehicle facilities and quality“

- Accident-sensitive coupling and dividing of multiple units
- Punctuality is with <90% much lower than the requested 96%
- Rail vehicle should provide comfort for journeys up to 2h
- Minimal space between seats to be increased (min 83cm)
- Comfortable design of arm rests and head cushions
- Space for coats and hand luggage
- space for heavy luggage, accessible area for children's push chairs
- No seats in narrow aisles
- 1st class facilities legitimating 60% higher ticket price
- Silent areas

Workshop findings

Brochure of 68 pages

- Analysis of current situation
- Timetable frequencies and intervals
- Connections from/to other lines
- Vehicle facilities
- Operation quality



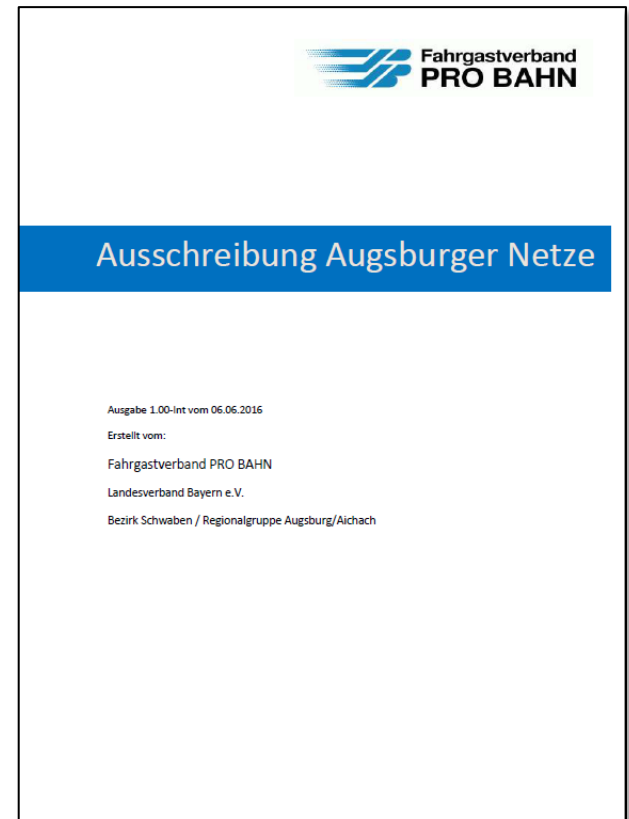
Information for persons in power

Brochure provided to

- District administrators
- City mayors
- Local transport experts of all parties
- Chamber of Commerce Transport experts
- Interested citizens
- Commuters

Publically available via Internet:

www.pro-bahn.de/schwaben



Results so far

Letter to Bavarian rail authority
by local proprietors (district administrators and city mayor)
containing main requirements

Positioning of the region with main requirements provided by PRO BAHN

Support by members of Bavarian parliament (Landtag)

Next steps

- Contact all municipality deputies along the lines
- Accompany the tendering process
- Provide passenger requirements as needed to all participating parties
- Possibly again collecting signatures from passengers for Landtag* petition



* Bavarian parliament

Responsible local team

Winfried Karg

Jörg Lange

Errol Yazgac



Thank you!

Contact:

Jörg Bruchertseifer

Fahrgastverband PRO BAHN

stv. Bundesvorsitzender

c/o Geschäftsstelle München

Agnes-Bernauer-Platz 8, **80687 München**

joerg.bruchertseifer@pro-bahn.de

+49 160 90636984

