



**This is an excerpt
of a presentation**

**at the Scottish Association for Public Transport
(www.sapt.org.uk)**

**by Frank von Meissner
(webmaster@von-meissner.de)**



Successful Regional Passenger Service in Southern Germany:

The „Ring Zug“ (Circle Train)

Frank von Meissner
General Manager of the „Ringzug“ Transport Services

Glasgow
March 30, 2009

Content

Some Basics...

1. Organisation of Rail Transport Services in Germany
2. Financing of Regional Rail Transport

The “**Ring Zug**” (Circle Train) of HzL:

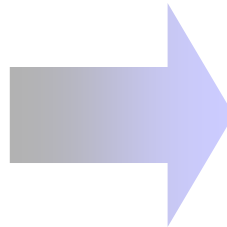
3. The Concept of the **Ring Zug**
4. Technology and Organisation
5. The benefit

Organisation of Local Rail Transport in Germany (2)

until 1994:

DB + DR
as Federal Railway

some smaller
other railways (HzL)



by now:

- **Competition between railway companies (i.e. DB, ARRIVA, HzL...)**
- **Tracks and stations operated by DB (open to other companies)**
- **Public services (as Regional Passenger Services) are financed by the state**



1994

Start of Railway Reform

- **Foundation of joint-stock „Deutsche Bahn AG“**
- Separation between:
 - * **operator of infrastructure**
 - * **transport services**
- **Opening of Rail Network to 3rd Parties**

both: DB

1996

Regionalisation of Suburban Passenger Rail Transport

- **Aim:** institutions demanding transport shall pay for it
- States („Länder“) get subsidies from the Federal State to finance **Regional Rail Passenger Services**
- **States decide** on frequency of services and on operators for Rail Passenger Transport Services

from ca. 1999

Increasing competition

Organisation of Local Rail Transport in Germany (2)

Organisation of Railway...

Federal

State of

Germany

Subsidies

Länder
e.g. Baden-Württemberg

Subsidies for
Construction +
Replacement

Subsidies for Construction

Franchises

typically
10...15 years

Operators
of Tracks and
Stations

i.e. DB, HzL
or others

Contracts about Usage

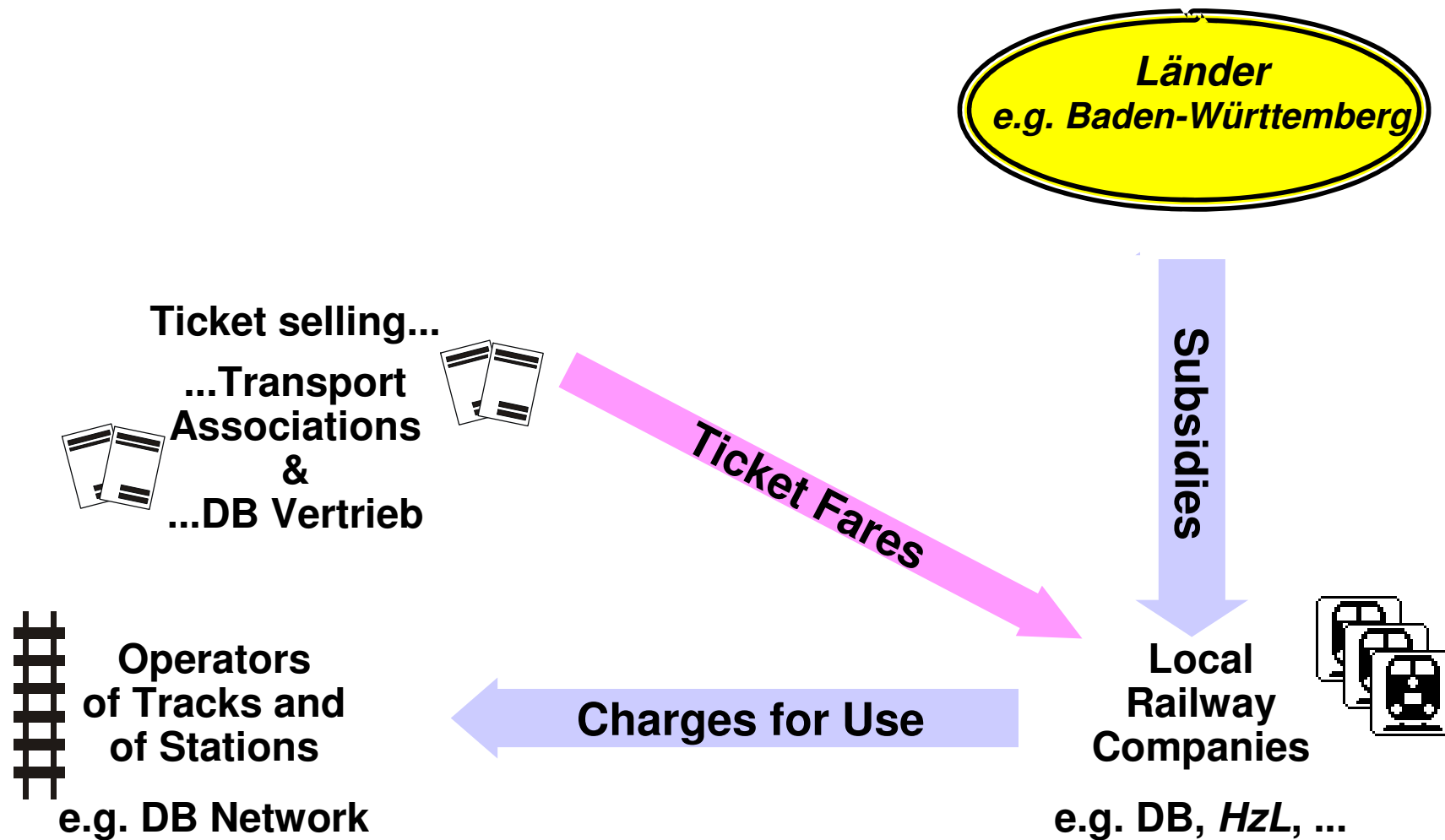
Railway
Companies

i.e. DB, HzL, ...



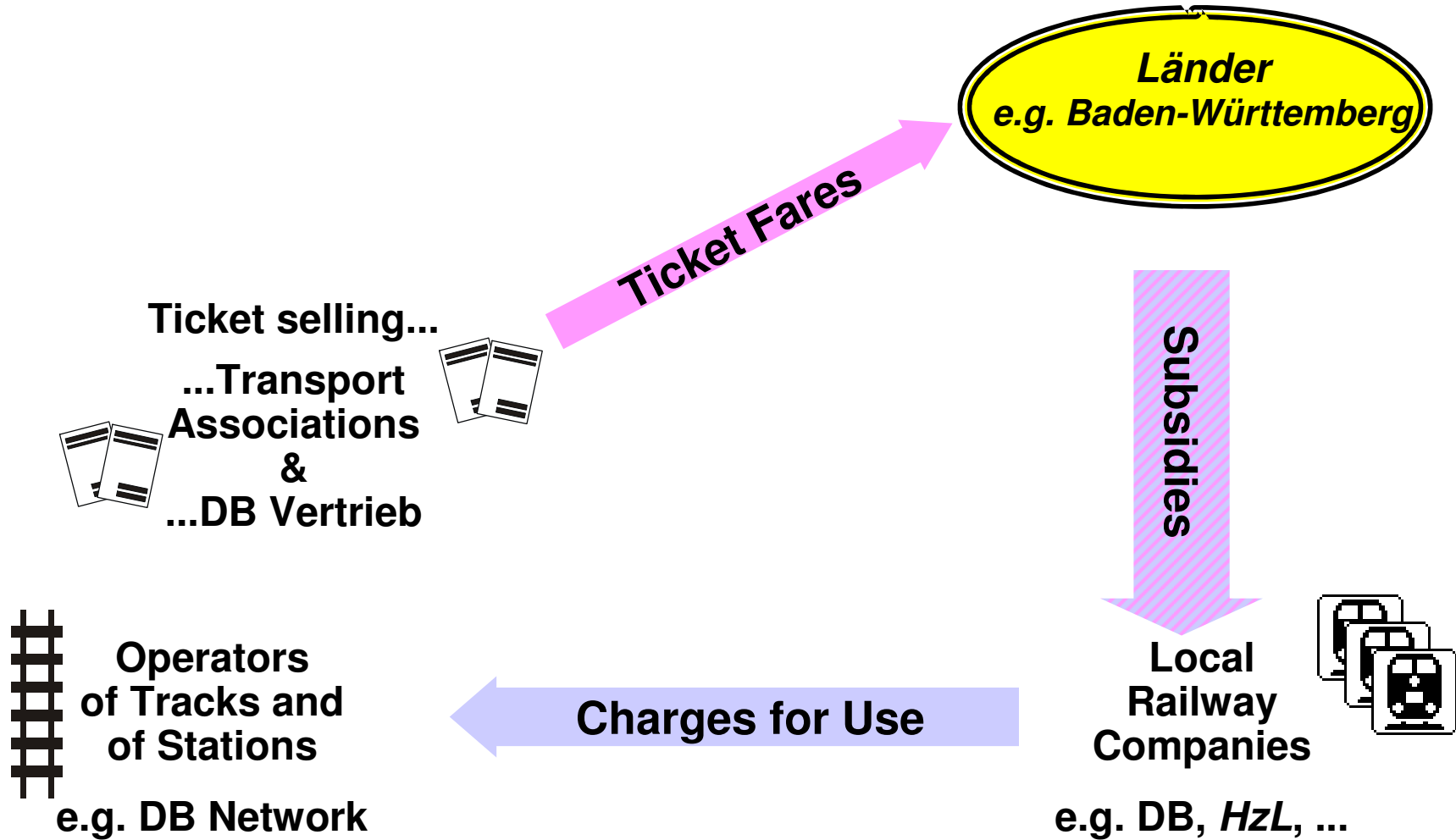
Financing of Rail Transport in Germany (1)

Finance of Passenger Transport

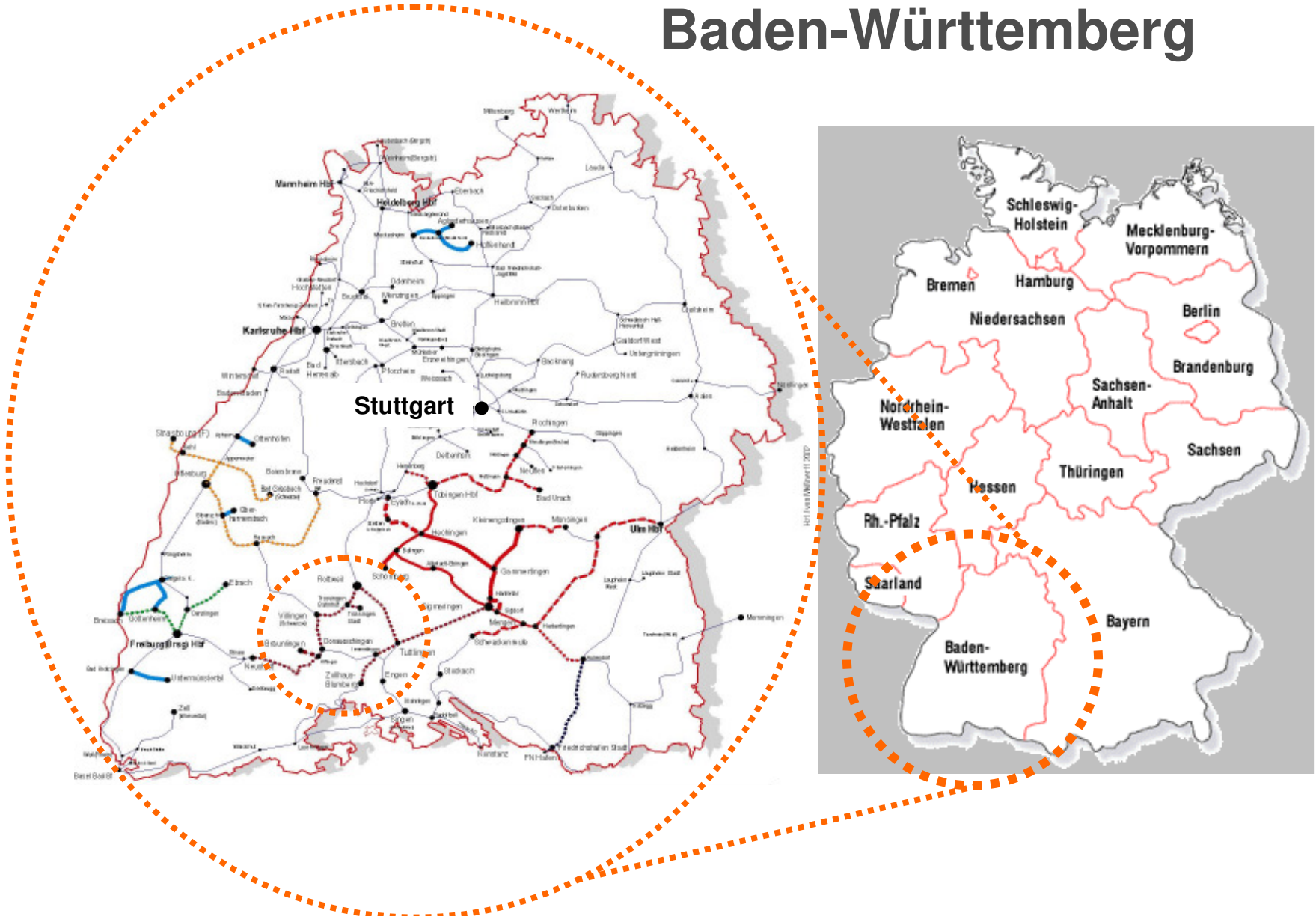


Financing of Rail Transport in Germany (2)

Finance of Passenger Transport



The „Ring Zug“ in Baden-Württemberg



Situation before the **RingZug**

- rural region between Black Forest and Swabian Alb
- quite sparsely populated: 190 people / km² (average 225)
- Rail Passenger Services: DB offered only *Interregional Services*, small stations had been closed
- some bus services alongside railway lines
- no coordination of bus and railway services (i.e. timetables, tickets, information, ...)
- car ownership: 670 cars per 1.000 people

→ **Public Transportation System of minor importance**

Regional Rail Passenger Services...

...implemented by Local Authority: start as early as 1990

- Aim: transport of pupils by train instead of by bus
- Requirements:
 - additional regional trains: ordered and paid for by local authorities („Landkreis“) of Tuttlingen
 - reopening of existing stations and construction of a new station near school centre
- Operator of trains: *HzL*
- Buses carry passengers to stations



New station in **Tuttlingen**
near school centre

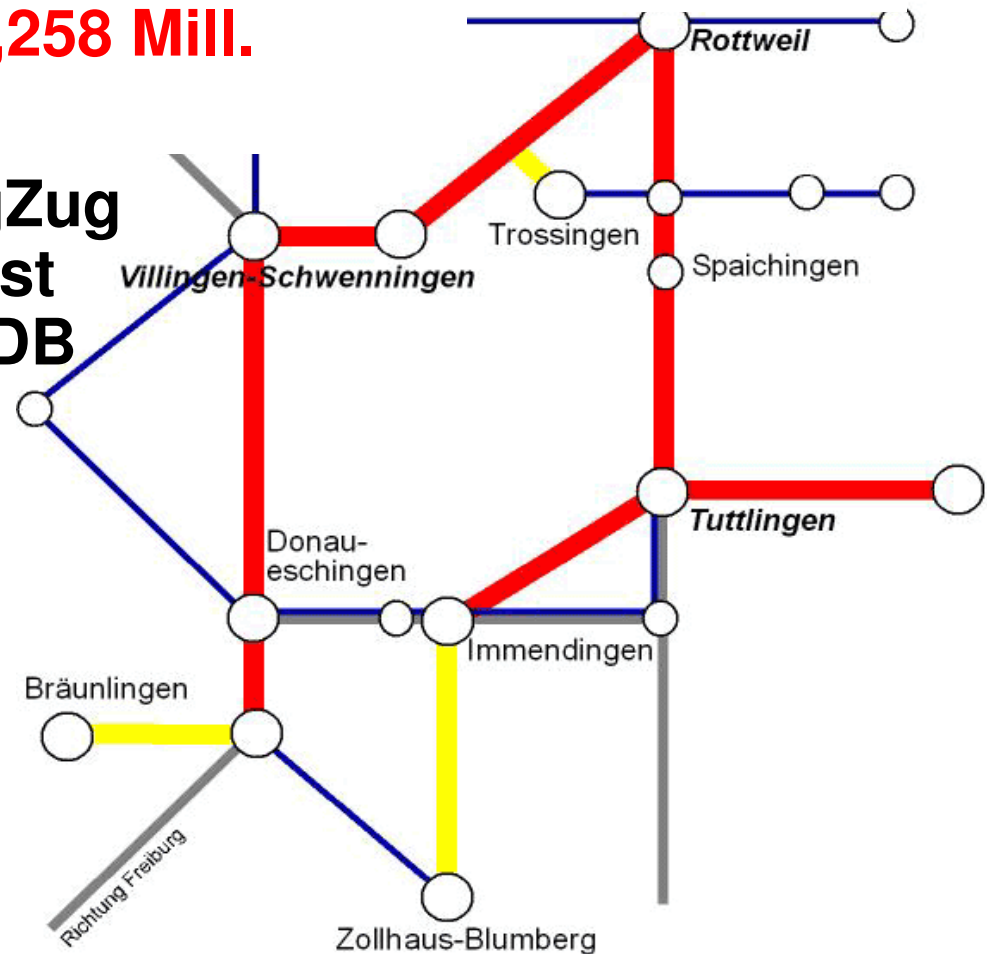
Train- & Bus-Services
linked in **Fridingen**



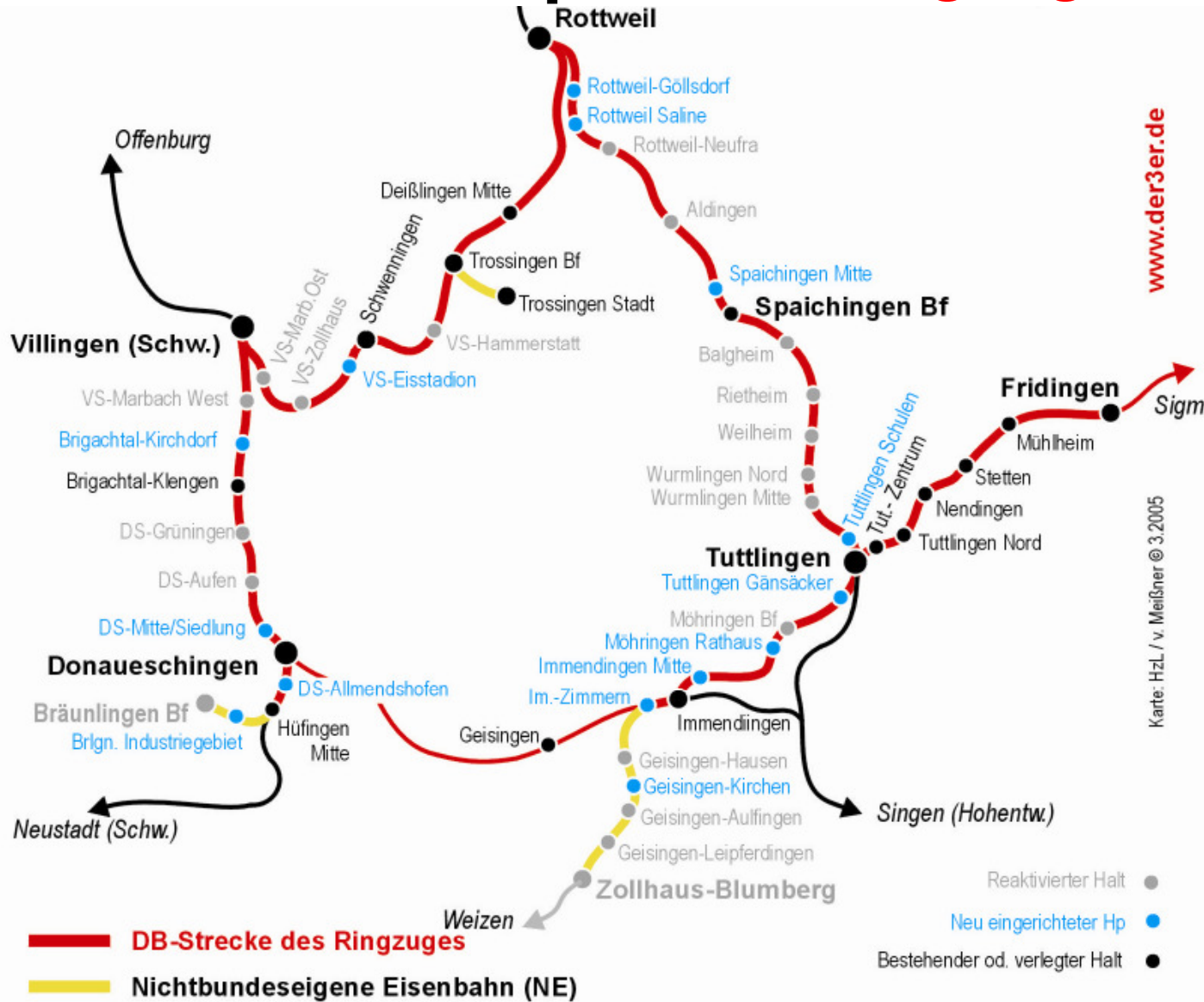
- **Start in 1990: a great success from the beginning**
- **Plans to apply the concept to other routes**

The Concept of the **RingZug**

- Additional local passenger services (every 60 min.): **1,258 Mill. train km a year**
- **Length** of all RingZug lines: **200 km**, most tracks owned by DB
- **Reopening** of 2 railway lines
- Construction of **34 new stations**
- DB offers **inter-regional services**



The Concept of the RingZug



The Concept of the **RingZug**



New station of **Möhringen**
on DB railway line



Reopened line to **Blumberg**

... **34 new stations:**

Construction of 15 new stations &
reopening of 19 stations

... **20 links between train and bus
services**

with over 1.000 connections
per day

... **Re-opening of 2 branch
lines**

to Bräunlingen and
Blumberg

The Concept of the **RingZug**: Mostly Use of Existing DB Lines

Different Transport Services on one Track:

- High Speed Trains (ICE)
- Interregional Passenger Services (Regional Express)
- Freight Trains
- Local Passenger Services (**RingZug**)

Existing DB Lines had to be adapted:

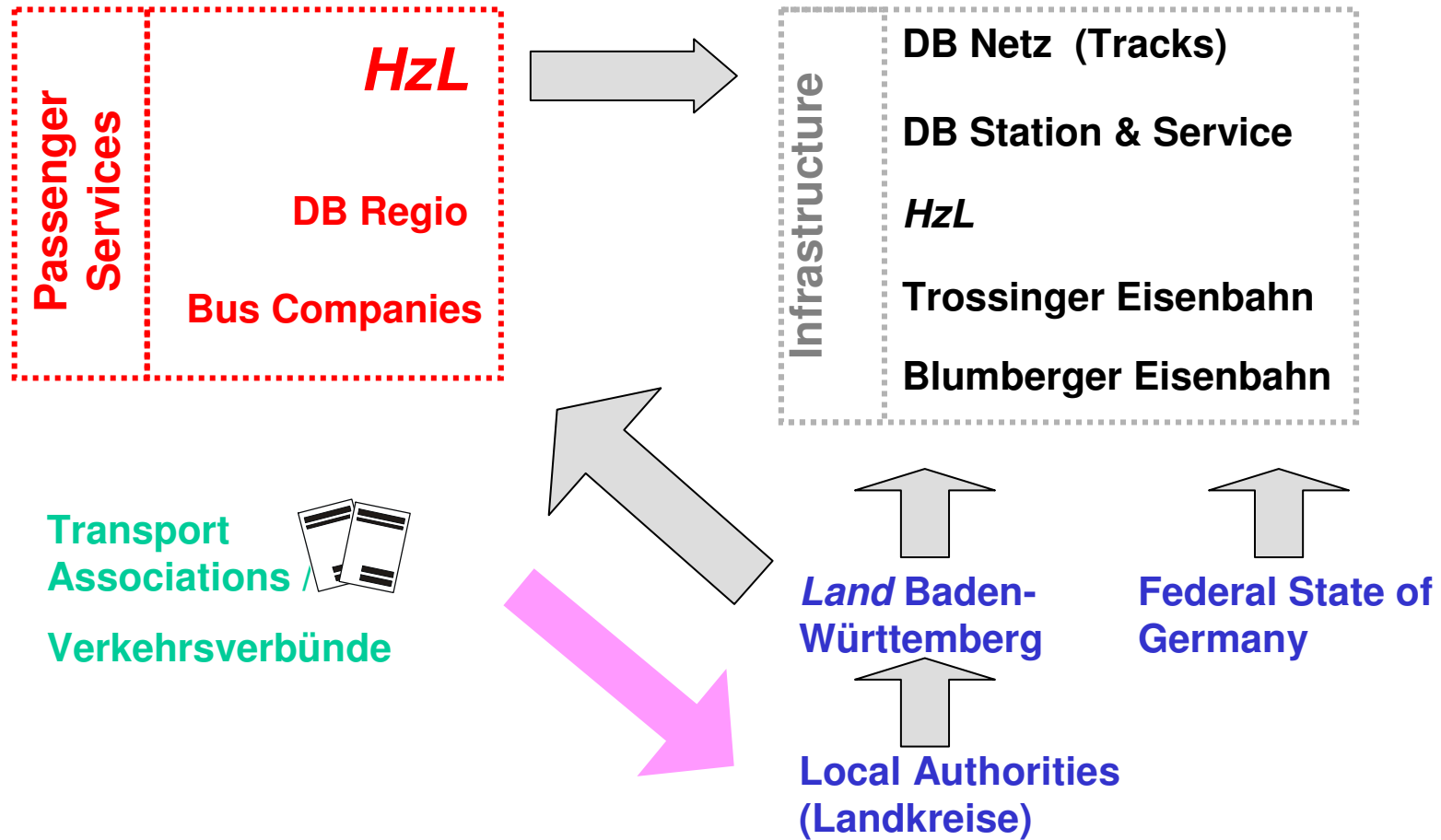
- New station of Trossingen
- New signalling system (central electronic dispatcher)

Organisation and Technology:

- 1990
 - Start of Railway Passenger Services around Tuttlingen (additional trains for pupils)
- 1995
 - *Regional Planning Consortium* („Regionalverband“) develops plans for a „circle train“
- 1995
 - Agreement between *local authorities* and *state* („Land“) on further research into the RingZug project.
- 1999
 - The *Land* starts tenders for the Passenger Rail Transport of RingZug; HzL wins the tender
- 2001
 - Contract between *local authorities* and *Land* about allocation of subsidies
 - finance of **construction costs** and of **operation costs**
- 2001
 - Contract between *Land* and *HzL* on Passenger Services
- 2003
 - Start of 1st operational stage
- 2004
 - Start of 2nd operational stage

Organisation and Technology: Organisations involved

Organisation



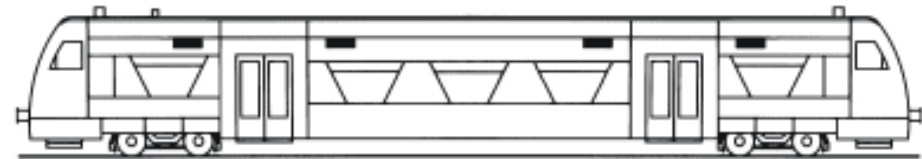
Organisation and Technology: Duties + Responsibilities of *HzL*

HzL = train operating company (TOC):

- **production planning (Einsatzplanung der Züge, der Lokführer und Zugbegleiter etc.)**
- **operation of the trains (Einsatz der Lokführer + Züge)**
- **cooperation with DB Netz about the time tables and the slots („Trassen“)**
- **maintenance of the rolling stock**
- **publication of time tables**
- **documentation (quality reports)**
- **correspondence with passengers**

Organisation and Technology: Rolling Stock

- 20 diesel rail cars „Regio-Shuttle“
 - Bought by *HzL*
 - **Speed: 120 km / h**
 - 66 seats / rail car + standing/bike space
 - 1...6 rail cars can be coupled (multiple unit)
 - Adaptation of capacity by train coupling and sharing (automatic coupler)
 - For the operation of the trains, in 2003 *HzL* has built
 - a new workshop („Betriebswerk“) and
 - offices („Betriebsleitung“)
- with together about 50 employees (based at Immendingen)



← Length: 25 m (42 tons) →

Organisation and Technology: Rolling Stock



The Benefit of Local Transport

- Suburban traffic enhances quality of life (mobility for old and young people) ...
- ... and thus is a factor for location and economy
- Pollution resulting from car traffic is being reduced
- Tourism is being promoted
- Lesser risk of accidents – and lesser costs resulting from accidents
- Public transport creates jobs



***Thank you for your
attention!***

Contact: webmaster@von-meissner.de