



# Green and Inclusive Regional Mobility Solutions

07.03.2024

## Policy Challenge

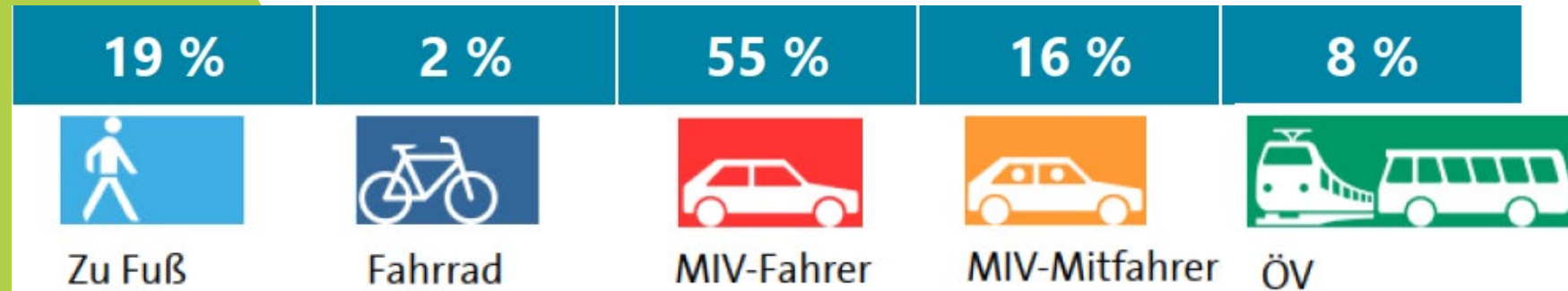


Fig. 1: Modal Split Saarland ( Mobilität in Deutschland 2017)

Political goal: doubling the number of passengers travelling on public transport in Saarland by 2030

- DRT as one tool to reduce private car use and increase PT use

Saarland -wide preparatory activities for DRT & some pilots

- Financial support, framework development, software systems for all
- Implementation do be done at district or municipal level



# General data on the Saarland

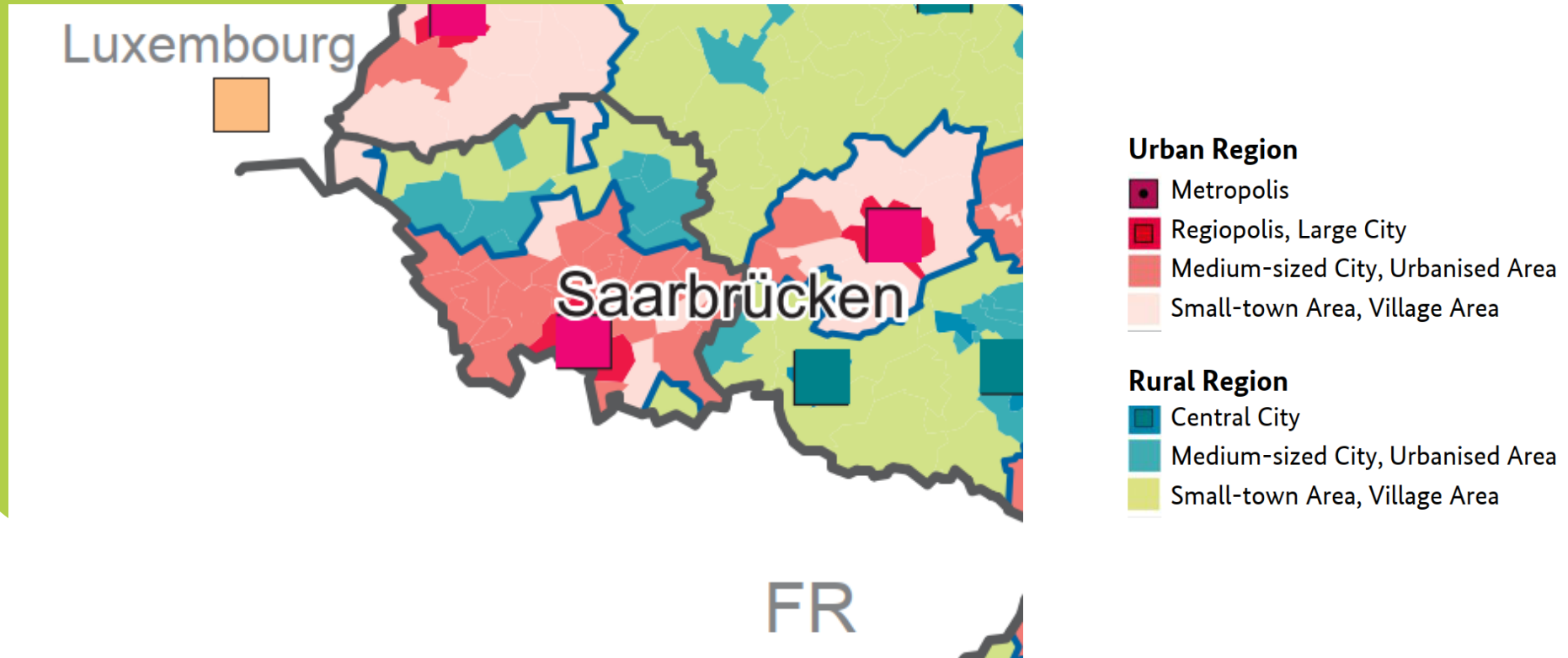


Fig. 2: Combined Regional Statistical Spatial Type (BBSR)

# Attractiveness of public transport in Saarland

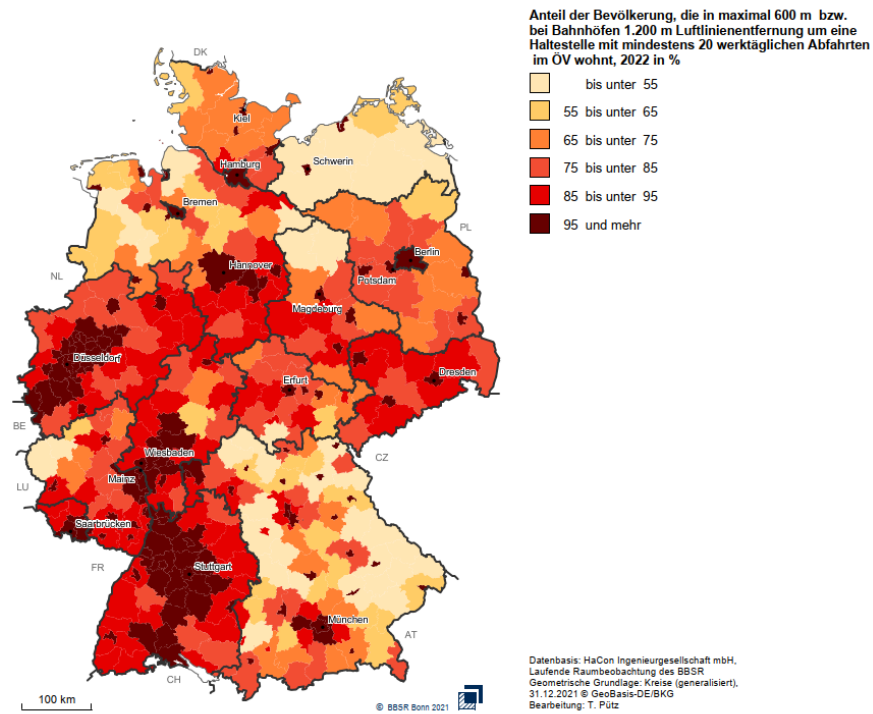


Fig. 3: Bus stop density Germany (BBSR)

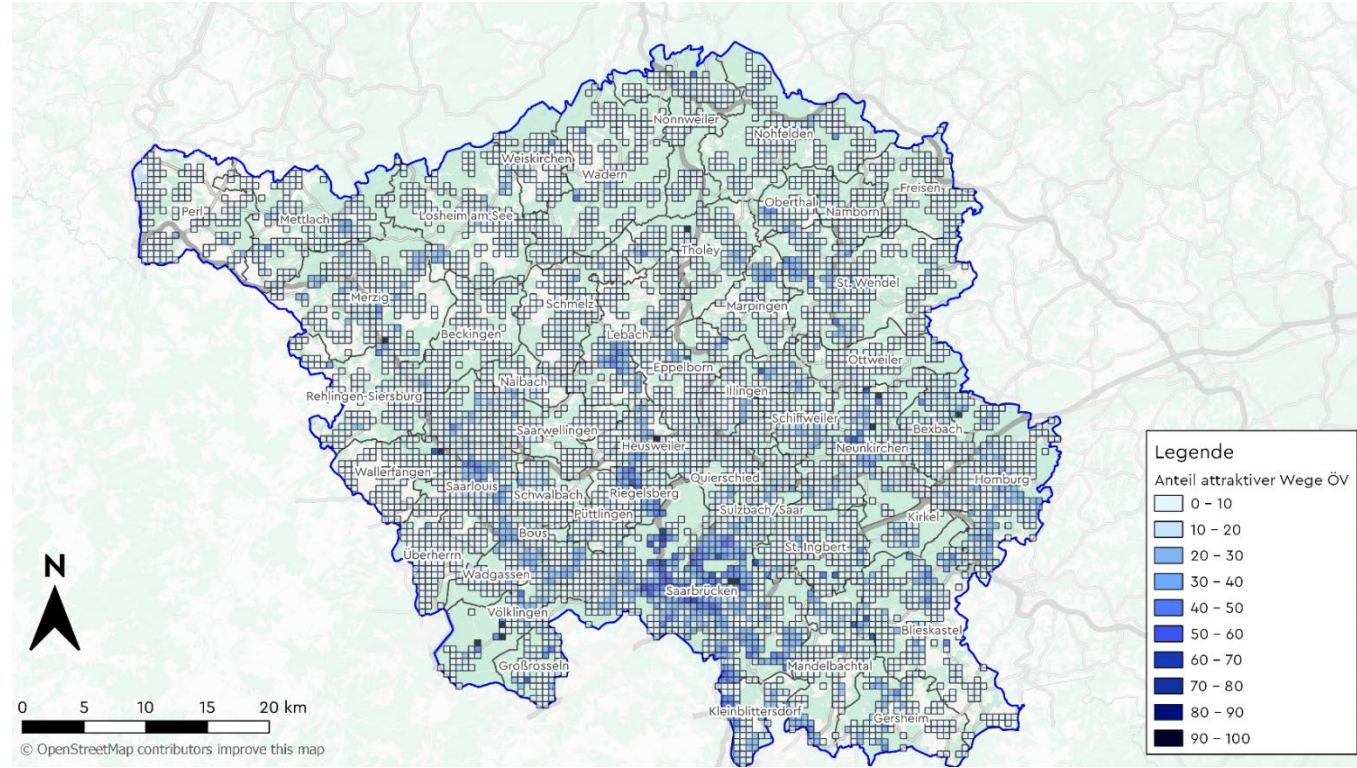


Fig. 4: Attractive public transport routes Saarland ( ioki 2022)



# Funding scheme NMOB On-Demand

## FUNDING FACILITIES & FUNDING INTENSITY:

- Development and preparation of concepts for the financing and operation of DRT: 75% of eligible expenditure, max. €30,000.
- Marketing measures to establish scheduled services: 75% of eligible expenditure, max. €20,000.
- Operating cost deficits in the practical implementation of scheduled services: Max . 36 months.
- Degressive funding rate (65% in the first year, 55% in the second year, 45% in the third year).
- Limitation of the total grant to € 500,000 per project.



# Funding scheme NMOB On-Demand

- Transport operations must be eligible for authorisation in accordance with § 44 PBefG
- Compliance with existing local transport plans
- Possibility of digital booking and bundling of journey requests must be given
- Services must be available for people with reduced mobility
- Services must lead to a densification or improvement of the transport offer (improvement of everyday mobility of citizens, better accessibility of points of interest for shopping, leisure and tourism transport)
- Obligation to coordinate with the providers of existing local mobility services
- Tariff regulations of the saarVV must be observed
- Remuneration of drivers should be based on the relevant collective agreements for local public transport services
- Provision of data on the subsidised transport services for accompanying research by the state



# What is a 'peer review'



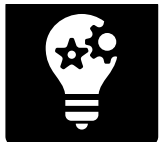
- A **two-day meeting** to look at your **regional / municipal policy challenge** together with a group of **carefully selected peers** with relevant experience
- The objective is to provide advice, recommendations and an action plan to resolve your challenge.

## During the peer review, you will get:

- An **in-depth analysis** of your policy challenge
- An **exchange of experience** with relevant policymakers
- A presentation of **specific recommendations** and **potential solutions** to make better informed decisions

# Peers for the DRT Peer Review in 28-29 November 2023

- Albert Guillaumes Marcer, Road Public Transport, Generalitat de Catalunya, ES
- Daniel Höfler, Leipziger Verkehrsbetriebe / Transport department of the city of Leipzig, DE
- Jackie Meally, General Manager & Noel O'Brien, Fleet Manager, TFI Local Link Carlow Kilkenny Wicklow, IRE
- Sérgio Caetano, Mobility and Transport Unit, Intermunicipal Community of the Region Coimbra, PT







Group picture



Opening words from Sebastian Thul, State Secretary, Saarland Ministry of Mobility

Discussion of the recommendations of the peers with the stakeholders at the end of the peer review



Detailed peer presentations



Invited peers with moderator

Socialising in the evening



Recommendation	2024				2025				on-going
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<i>Planning of DRT</i>									
<b>1 Framework setting</b>									
- A Decision about funding				MS 1A					
- B Further call for funding						MS 1B			
<b>2 EU-wide exchange</b>									
- A Permanent exchange									
- B Follow-up meeting			MS 2B						
<b>3 (Local) data collection</b>									
- A Data-strategy				MS 3A					
- B Data-Monitoring DRT									
<b>4 DRT in "NVP"s'/SUMPs</b>									
- A Municipal plannings									
- B Identify best practices									
<b>5 Capacity building at ZPS</b>									
- A Tendering NVP/ ZPS				MS 5A					
- B NVP working phase								MS 5B	
<i>Operational implementation</i>									
<b>6 Defining criterias</b>									
- A Defining objectives									
- B Defining criterias									
<b>7 Evaluation of DRT pilots</b>									
- A Planning evaluation							MS 7A		
- B First phase of evaluation									
<b>8 HR offensive</b>									
- A Stakeholder dialogue				MS 8A					
<b>9 Pricing model</b>									
- A Discuss need for action									
<i>IT implementation</i>									
<b>10 Advancing DRT platform</b>									
- A Platform completion	MS 10A								
- B Intermodality PT/DRT					MS 10B				
- C MaaS - platform								MS 10C	
<i>Communication/ user accept.</i>									
<b>11 Communication</b>									
- A Umbrella brand flitsaar	MS 11A								
- B Marketing	MS 11B.1		MS 11B.2		MS 11B.3				
- C Participation/ dialogue								MS 11C	



# Thank you for your attention!

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