

Bella Svizzera: Wege zu einer zukunftsfähigen Mobilität UmverkehR-Symposium vom 26.09.03

Für die Gestaltung einer zukunftsfähigen Mobilität brauche es mutige Schritte, lautet das Fazit einer vom Verein UmverkehR durchgeführten Fachtagung. Was dies in der konkreten Umsetzung heisst, zeigten insbesondere zwei wirkungsvolle Beispiele aus dem Ausland: Das erfolgreiche Road Pricing in London (GB) sowie der kostenlose öffentliche Verkehr in Hasselt (B).

Referate:

- Denkanstösse zur Mobilität (Dieter Steiner) / Investitionen in Bürger oder Konzerne (Hermann Knoflacher)
- Road Pricing London (Derek Turner)
- Kostenloser öffentlicher Verkehr Hasselt (Sabin S'heeren)
- Vergleichstudie öffentlicher Nahverkehr in der Schweiz (Christian Harb)

Weitere Informationen:
UmverkehR

www.umverkehr.ch

09.12.2003

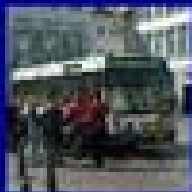

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Together to another mobility in Hasselt



Ir. Sabin
S'heer
ren
Director
De Lijn

Zürich
28. september
2003

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Full responsibility for the organisation of PT in Flanders

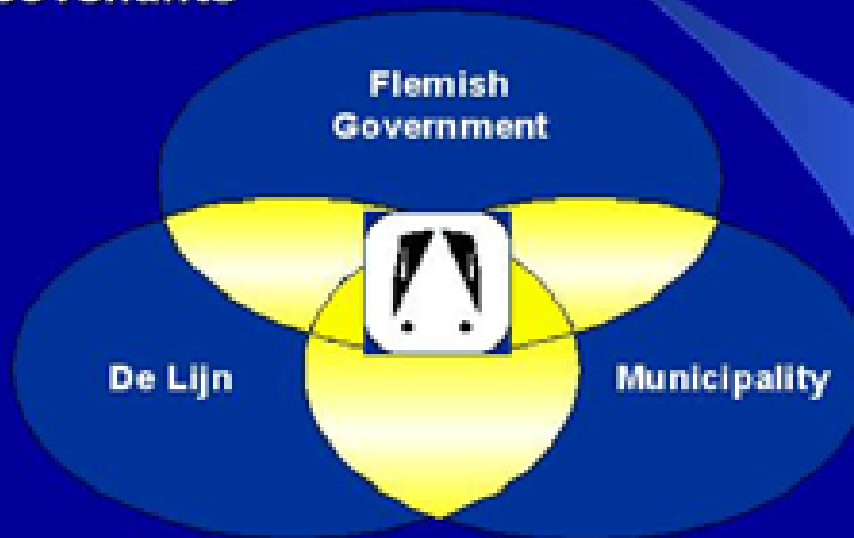
- Network management
- Itineraries and timetables
- Tarif schemes (proposal)
- Information
- Marketing
- Technical coördination
- Steering and control of the operations
- Infrastructure

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Mobility covenants

- Improving public transport: Mobility covenants



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Mobility covenants commitments

- ↳
 - **De Lijn services** : - new / additional
 - quality improvement
- ↳
 - **Municipality plan** : - sustainable mobility
 - flanking measures
- ↳
 - **Flemish Government** : - co-financing

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Hasselt in numbers

- Hasselt is the capital of the Province Limburg



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Urban Bus Net

weekdays & saturday

06.30-19.00

9 buslines : frequency: 30' (15' on peak hours)
All busses meet at railway station, waiting time 3'

Boulevardpendel : frequency: 5'

Centrumpendel : frequency: 10'

19.00-23.00

Avondlijn : frequency: 60'
The 'Avondlijn' is a service that collects passengers on the Boulevard and brings them to the railway station, from where one or more vehicles bring them home.


sunday

06.00-23.00


2 buslines : frequency: 60'

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Urban Bus Net



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Null fare

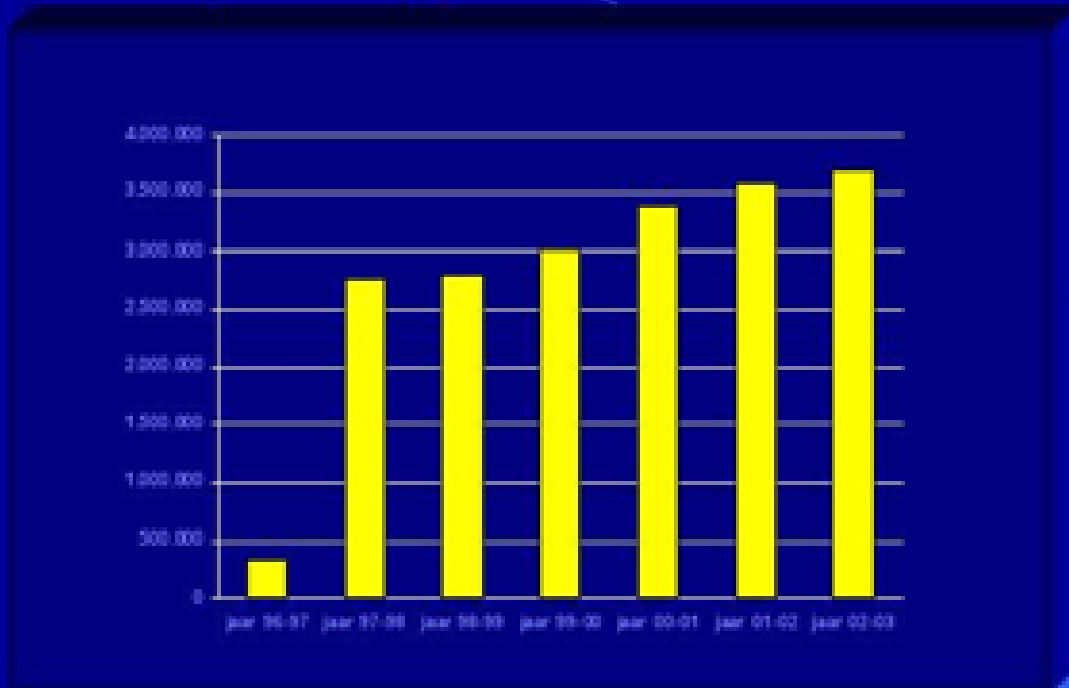
- **All passengers ride for free on displacements within the borders of Hasselt (university campus included)**
- **Inhabitants of Hasselt also ride for free on regional lines**
- **No formalities**

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Urban bus net Hasselt: evolution passengers



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Awards



**First price
BTTB
1997**

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Cost of Zero Fare system for Hasselt

- In the first contract between the Local Council, the Flemish Government and De Lijn the cost for Hasselt was based on a target curve for passenger growth during the next 5 years.

Year	URBAN LINES		REGIONAL LINES		Total / year
	%	Growth	%	Growth	
1997	9 %	€ 113 817,-	2 %	€ 160 562,-	€ 274 379,-
1998	12 %	€ 303 512,-	2 %	€ 327 572,-	€ 631 530,-
1999	17 %	€ 429 975,-	2 %	€ 334 117,-	€ 764 092,-
2000	21 %	€ 442 088,-	2 %	€ 340 760,-	€ 782 849,-
2001	25 %	€ 526 296,-	2 %	€ 347 505,-	€ 873 800,-

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Cost of Zero Fare system for Hasselt (2)

- End 2001 a new contract was concluded for 2002-2006
- For 2003 the cost for Hasselt is based on a cost covering percentage of 25,29%, which is the average for urban and regional lines operated by De Lijn in Flanders
- The local authority will pay an estimated 1.018.353 € for the zero fare system on the urban busnet and the regional lines
- Per inhabitant per year, the price is 14,55 €
- The cost of cultural activities per inhabitant is 2,5 times higher

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Advantages of the zero fare system

- For Hasselt**
 - Hasselt has instantly become famous
→ good city promotion
 - PT became instantly part of life
 - Busnet great success
 - For relatively low price
- For Flanders**
 - Quick growth of use of PT in Hasselt
 - Results much better than estimated
 - Higher value: passengers / costs
- For De Lijn**
 - All goals surpassed
 - Continuity guaranteed
 - Positive image of De Lijn
 - Healthy financial situation

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More advantages of the zero fare system ➔ *for Hasselt*

- Psychological good start for public works at the 'Boulevard'
- People speak in terms of 'Our busses'
- Many people who lived since years in the same street started to know each other
- Older people became more active and take part of social life
- Less cars in town
- More use of bicycles
- More free parking places

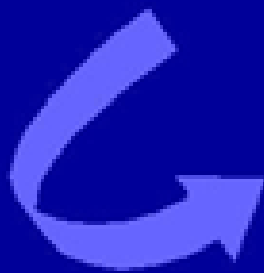
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More advantages of the zero fare system ➔ for Flanders

- The Hasselt case initiated a lot of social and political discussion about PT



result:

A new PT strategy was created

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Strategy

- **Basic mobility (2001-2006)**
 - Modal shift
 - Voluntary social policy (most controversial aspect)
 - fare reductions
 - reduce social isolation
- **Mobility covenants**
- **Netmanagement (2006 -...)**

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Strategy

- **Basic Mobility**
 - Each citizen is entitled for minimum PT offer
 - Legal standards for:
 - min. frequency
 - max. distance to nearest stop
 - min. amplitude of service

Modulated in function of : period of day/week, type of area

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Strategy

- **Mobility covenant**
 - Upgrading PT on local level above the minimum standards of Basic mobility
 - Third party payer schemes
 - Collateral measures on local level
- **Netmanagement**
 - Missing relations
 - Network structure
 - Quality standard.

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Third party payment schemes

- **Flemish region:**
 - Free Omnipas 65+
 - Free Omnipas/Buzzypazz for disabled people
 - Other fare compensations
- **Municipalities (55 / 309)**
 - Free ticket < 12 and / or 60-65
 - (Season) ticket price reduction
 - Territorial zero fare (Hasselt, Ronse)
- **Employers**
 - 60 to 100 % season ticket compensation (collective wage agreement)
 - 3W extra

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