



## DRESDEN, GERMANY

## Organisational Model of Verkehrsverbund Oberelbe

## Background/context

Verkehrsverbund Oberelbe (VVO) is one of five public transport authorities (PTAs) in the State of Saxony, Germany. Founded in 1994, VVO began to implement an integrated network, timetable and tariff system in the Oberelbe region in 1998.

## Description of the case

VVO covers a region of 4,800 sq km, which is home to 1.2 million inhabitants. The operating companies carry about 196 million passengers a year. VVO comprises the five rural districts of Kamenz, Meissen, Riesa-Grossenhain, Sächsische Schweiz and Weisseritzkreis; as well as the cities of Dresden and Hoyerswerda.

VVO is organised on three levels.

On the strategic level, political responsibility lies with Zweckverband Verkehrsverbund Oberelbe (Z-VOE), which makes political decisions and establishes guidelines for the development and performance of public transport. Z-VOE is guided by the associated district administrators and city mayors.

On the tactical level, Verkehrsverbund Oberelbe GmbH (VVO GmbH) is the direct partner of public transport operators and other economic partners and is responsible for the development of tariff, network, service and mar-

keting issues. It manages public service contracts and the integrated public transport system.

On the operational level, the public transport companies are responsible for the performance of the railway, tram, bus and ferry services.

In an integrated public transport system, task sharing between the public transport authorities and public transport operators is crucial.

The tasks of VVO include:

- revenue allocation;
- general transport planning;
- general timetable planning in order to secure important connections between transport modes;
- tariff system development, price setting;
- service level and quality standards planning;
- the marketing of the integrated system; and
- planning for ticket distribution and sales.

The tasks of the transport operators include:

- timetable planning;
- tour planning; and
- marketing of operators' services.

## Legislation and policy issues

### LEGISLATION

- German Law of Regionalisation – Regionalisierungsgesetz (RegG)
- Passenger Transport Act – Personenbeförderungsgesetz (PBefG)
- Saxony State law for Public Transport – Sächsisches ÖPNV Gesetz (ÖPNVG)

### POLICY

It is crucial for policy makers to be committed to making public transport more attractive and for decision makers to follow through with clear and target-oriented legislation.

## Cost and financing

Costs are an estimated EUR 5 million per year for administration, staff, projects, investments etc., and the state of Saxony is responsible for the financing.

## Results

The organisational model ensures an integrated public transport system and has led to the increased attractiveness of public transport. Between 1998 and 2006, the number of passengers increased by about 8%, from 181 to 196 million passengers. During the same period, revenues grew by 34%.

These figures are particularly impressive considering that, during the same period, the population of the region decreased by 2.6% and the number of unemployed people fell by about 11%.

The implementation of the organisational model in conjunction with the realisation of an integrated public transport system was the salvation of the system in the Oberelbe region.

## Problems

- Financing the implementation of the organisational model.
- Getting all partners on board (policy makers as well as operators).

## Transferability and success factors

- The organisational model is particularly transferable to similar geographical regions.
- It is most relevant to mono-centric areas (conurbations) with subordinate rural districts.
- All partners (policy makers and operators) must have the will to make it succeed.

## Lessons learnt

The implementation of an organisational model of this kind must be the common undertaking of policy makers and public transport operators. Without the establishment of the three-level model described above, and the separation of the administrative authority and operational levels, an integrated public transport system will not work. It is the task of policy makers to establish the framework conditions.

## Conclusions

The implementation of the organisational model in VVO was very successful. It is clearly the right way forward to secure a modal shift towards public transport in the region, in spite of negative demographic conditions.

## References and contacts

Company: Verkehrsverbund Oberelbe GmbH

Address: Leipziger Strasse 120

D – 01127 Dresden, Germany

Tel: +49-351-852-6511

Web: [info@vvo-online.de](mailto:info@vvo-online.de), [www.vvo-online.de](http://www.vvo-online.de)

SPUTNIC partner: [lutz.auerbach@vvo-online.de](mailto:lutz.auerbach@vvo-online.de)

