

INVESTMENT FACT SHEET

I1 Pilot action Saxony-Anhalt: Introducing a new bus service to connect peripheral towns

Version 2

Project index number and acronym	CE55 RUMOBIL
Responsible partner (PP name and number)	1 Ministry for Regional Development and Transport of Saxony-Anhalt In-house-Partner: Nahverkehrsservice Sachsen-Anhalt (NASA) GmbH
Linked to pilot action (number and title)	A.T2.2 Piloting new services to better connect rural areas
Project website	http://interreg-central.eu/Content.Node/rumobil.html
Delivery date	25.02.2019

Description and technical characteristics of the investment

The investments for the Citizen Bus project in Saxony-Anhalt can be divided into four basic items:

One Part of the investments was allotted to the vehicles procured under the pilot action, in this case two Ford Transit van models. In order to meet the minimum requirements for public transport, additional construction measures on the vehicles were carried out. This included additional stanchions, seats and safety belts, but also a new footstep to make it easier for passengers to embark the bus. In addition, an electric sliding door, which can be operated by the driver, and a linear lift for wheelchair users and buggies were installed to further support accessibility. Besides the driver, the buses can accommodate up to eight passengers (including wheelchair users).

In order to be able to act as flexibly as possible during the pilot phase, the two buses were leased for three years by the NASA GmbH and handed over to the two municipalities.

Further investments were made in regard of the technical equipment of the vehicles. This concerns ticket sales on the one hand and communication technology for real-time information on the other. Tablets (including mounting equipment) and ticket printers were procured to sell tickets onboard. This means that tickets for various fares can be purchased directly from the driver, so there is no need to buy them before the journey. The location data (GPS services of tablets enabled) can also be transmitted to the background system of the statewide public transport information system (INSA). This makes it possible to inform users about possible delays in real time. In addition, the drivers were equipped with official cell phones in order to coordinate operations.

The densification of the bus stop network was another aspect of the pilot action, so that new bus stop signs and timetable displays for the additional stops had to be procured as well. In order to keep the costs for new infrastructure low, no new masts were used to attach signs and timetable displays, but existing infrastructure such as lantern masts was used. Further infrastructure measures, such as barrier-free extension of the bus stops, were not carried out due to the expected high investment costs and time expenditure.

Further investments primarily related to additional equipment. These include child seats for transporting small children and purses for change when buying tickets.

Investment costs (EUR) including a break-down of main cost items

Buses

2 x Bus (Leasing)
2 x installation of electric sliding door
2 x installation of linear lift

Technical equipment

3 x tablet mounting equipment
3 x GPS-enabled tablets
3 x ticket printer
2 x official cell phone
1 x charging adapter
3 x media adapter
1 x PSU for ticket printer

Bus stops/infrastructure

77 x bus stop signs
140 x timetable displays
Mounting material

Other

4 x baby seat
2 x purse
2 x freight from retailer to work shop

BL 5: 20.207,36 EUR

BL 6: 8.158,24 EUR

total: 28.365,60 EUR

Investment location

NUTS 3	Address (Street, house number, postal code, city, country)	GPS coordinates
Saxony-Anhalt (vehicles)	Location of Citizen Bus "hubs": Ernst-Thälmann-Straße 10 39606 Hansestadt Osterburg (Altmark) Germany	52.785763, 11.756076
	Brunnenbreite 7/8 39291 Möser Germany	52.209399, 11.791357

Duration and process of investment implementation

Start date

18.10.2017

End date

27.04.2018

Major milestones of investment implementation

The first step was to issue a tender for the buses. As no bids were received in the first call (July to August 2017), a further limited tendering attempt and finally a single tender action were made. The contract was awarded on 18.10.2017. Subsequently the vehicles were procured and rebuilt according to the requirements; the delivery of the vehicles took place on 05.02.2018.

At the same time, the bus stop signs and mounting materials were procured and in mid-to-late February the first stops were set up in the municipality of Osterburg and later also in Möser.

Between January and February 2018, the software for ticket sales and GPS-tracking were programmed by METOP GmbH. The installation of the tablets and final tests (e.g. correct position recognition and data transmission) were carried out shortly after.

Ownership and durability of the investment (e.g. maintenance, financing)

With regard to ownership, a distinction must be made between the various investments. While the investments in infrastructure (bus stop signs, timetable displays, etc.) and technical equipment (tablets, ticket printers, etc.) as well as other investments (child seats, etc.) are owned by NASA GmbH, this is not the case with the buses. As these are leased vehicles, there is a difference between owner and possessor. The owner of the vehicles is the lessor, in this case Raiffeisen-IMPULS Fuhrparkmanagement GmbH & Co. KG. NASA GmbH as the lessee is therefore the possessor who hands over the vehicles to the two municipalities of Osterburg and Möser. Once the leasing contract expires (end of 2020), NASA GmbH has the option of acquiring the vehicles. In this case, it would become both the owner and the possessor of the vehicles. Another option would be, that the municipalities acquire the buses and therefore become their owners.

The prerequisites for the longevity of the pilot measure are certainly in place. The majority of the investments have been made already, the only remaining investments would be due, if the vehicles were acquired by NASA GmbH or the municipalities. In addition, the running costs are relatively low. These include fixed costs (e.g. vehicle tax, insurance) as well as variable costs (fuel consumption, maintenance). Currently, the costs are taken over by the state of Saxony-Anhalt (leasing, taxes and insurance) and the municipalities (consumption, maintenance). Shortly before the leasing contract expires, the financing must be re-examined and adjusted if necessary. The development of demand and thus the potential income must also be taken into account.

References to related pilot action (output fact sheet) and relevant deliverables (e.g. pilot action report, studies) and web-links.

If applicable, additional documentation, pictures or images to be provided as annex

For further details the following deliverables can be referred to: D.T2.2.2 (Interim Pilot Report) and D.T2.1.3 (Final Pilot Report). Also the study trip report for Modena (D.T2.5.3) can be referred to by, as it employees of METOP GmbH took part to exchange experiences about information systems and IT systems in public transport in general.

The public transport information system of Saxony-Anhalt (INSA), which collects information from different sources including the Citizen Buses, can be found under the following link: <http://insa.de/bin/query.exe/dn>



bus stop with timetable display



