

D.T.3.3.4

Revision of Transport Plan Thuringia

Version 1.0

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1. Revision process

The “Transport Plan on Regional Rail Transport in Thuringia” is updated every five years. This period is regulated by law (see § 5 (1) ThürÖPNVG). As the current one is valid from 2018 until 2022, a revision will take place after the SubNodes-project’s lifetime.

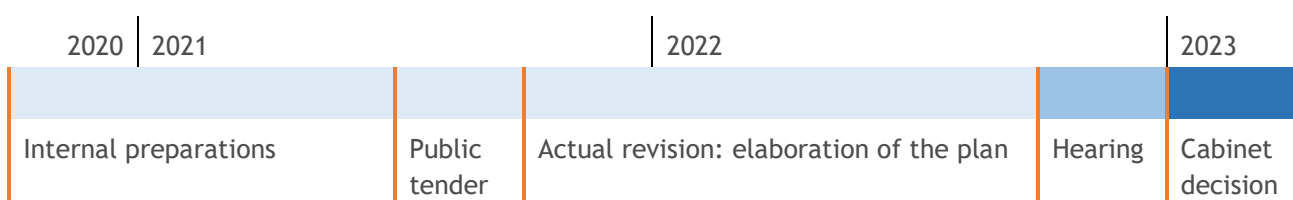
The responsibility for updating the Transport Plan on Regional Rail Transport in Thuringia is with the Thuringian Ministry for Infrastructure and Agriculture (TML) and its downstream authority, here: the Thuringian State Office for Construction and Transport (TLBV). TLBV will start with its first considerations for the updating process already at the end of 2020. The SubNodes action plan will be one of the conceptual bases to be taken into account.

When the draft is available, the following stakeholders will be involved by means of a hearing:

- the municipal authorities responsible for road public transport in Thuringia,
- public transport authorities and transport associations in the neighbouring federal states,
- the railroad companies,
- regional planning authorities,
- interest groups such as ‘PRO BAHN’, ‘VDV’, ‘VCD’,
- relevant labour unions,
- the Thuringian representative for people with disabilities-

The updated plan comes into force with a cabinet decision.

The revision process is illustrated below:



2. Subject matter for revision in the light of SubNodes

When revising the current “Transport Plan on Regional Rail Transport in Thuringia”, the following recommended actions by the Thuringian Action Plan will be taken into account.

Planning basis

- The Regional Transport Plan for Rail Transport in Thuringia must include the link between the road based public transport and connections of statewide interest (and connections to long-distance transport hubs) via the approach of sub-nodes and the link with uniform quality requirements.



Similarly, the classification of the significant public transport into two to three categories with graduated operating standards must be formulated in order to promote connections of statewide interest.

- A regional framework planning for public transport is recommended, which coordinates a higher-level framework and uniform standards for multiple transport authorities, especially for connections of public bus and rail transport systems.

Public transport funding and promotion

- A supplement to the public transport financing directive with the differentiated quality requirements of a classified significant public transport should be examined. The associated funding level should be increased, if necessary, in order to speed up the implementation of the connections of statewide interest within the public bus transport network. The issue of an integrated fare between public bus and rail transport systems can lead to fare losses for transport operators and contractors. Implementation may therefore involve a need to finance such losses. The creation of compensatory measures should be examined.
- Under the Directive on the promotion of commercial investment in public transport in Thuringia (RL-ÖPNV-Unt.), investments by transport companies in telematic systems with real-time data (e.g. ITCS systems), that are necessary for passenger information, are encouraged. In order to speed up the implementation of such integrated systems it should be examined whether the provision of real-time data from transport operators to the passenger information systems can be supplemented in the eligibility conditions.

Information and fare

- At sub-nodes, passenger information on departures should be available in real time - displayed by information displays at the associated interconnection point and via digital channels on mobile devices. The Transport Data Hub Thuringia is proposed as the central data node. Therefore, the following sub-measures must be implemented:
 - Funding the provision and use of real-time data by all public transport companies, for example by adjusting the given funding conditions
 - Retrofitting information-displays with real-time data for passengers
 - Provision of data for passenger-information on mobile devices by transport companies
 - Coordinated processes for reliable connections
- In the long term, an integrated national fare structure should be established, which allows the use of all public transport services with one ticket. This should be achieved by a digital fare according to an at least statewide standard or as a holistic fare or transport association. The distribution of added-up-fares could be an interim solution. Here, the customers receive a ticket, that includes the use of trains and buses.