



**This is an excerpt  
of a presentation**

**at the Scottish Association for Public Transport  
([www.sapt.org.uk](http://www.sapt.org.uk))**

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# Successful Regional Passenger Service in Southern Germany:

## *The „Ring Zug“ (Circle Train)*

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**Glasgow**  
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# Content

## Some Basics...

1. Organisation of Rail Transport Services in Germany
2. Financing of Regional Rail Transport

## The “**Ring Zug**” (Circle Train) of HzL:

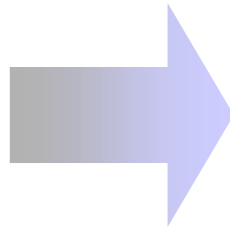
3. The Concept of the **Ring Zug**
4. Technology and Organisation
5. The benefit

# Organisation of Local Rail Transport in Germany (2)

until 1994:

**DB + DR**  
as Federal Railway

some smaller  
other railways (HzL)



by now:

- **Competition between railway companies (i.e. DB, ARRIVA, HzL...)**
- **Tracks and stations operated by DB (open to other companies)**
- **Public services (as Regional Passenger Services) are financed by the state**



**1994**

**Start of Railway Reform**

- **Foundation of joint-stock „Deutsche Bahn AG“**
- Separation between:
  - \* **operator of infrastructure**
  - \* **transport services**
- **Opening of Rail Network to 3rd Parties**

both: DB

**1996**

**Regionalisation of Suburban Passenger Rail Transport**

- **Aim:** institutions demanding transport shall pay for it
- States („Länder“) get subsidies from the Federal State to finance **Regional Rail Passenger Services**
- **States decide** on frequency of services and on operators for Rail Passenger Transport Services

**from ca. 1999**

**Increasing competition**

# Organisation of Local Rail Transport in Germany (2)

Organisation of Railway...

**Federal**

**State of**

**Germany**

Subsidies

**Länder**  
e.g. Baden-Württemberg

Subsidies for  
Construction +  
Replacement

Subsidies for Construction

Franchises

typically  
10...15 years

Operators  
of Tracks and  
Stations

i.e. DB, HzL  
or others

Contracts about Usage

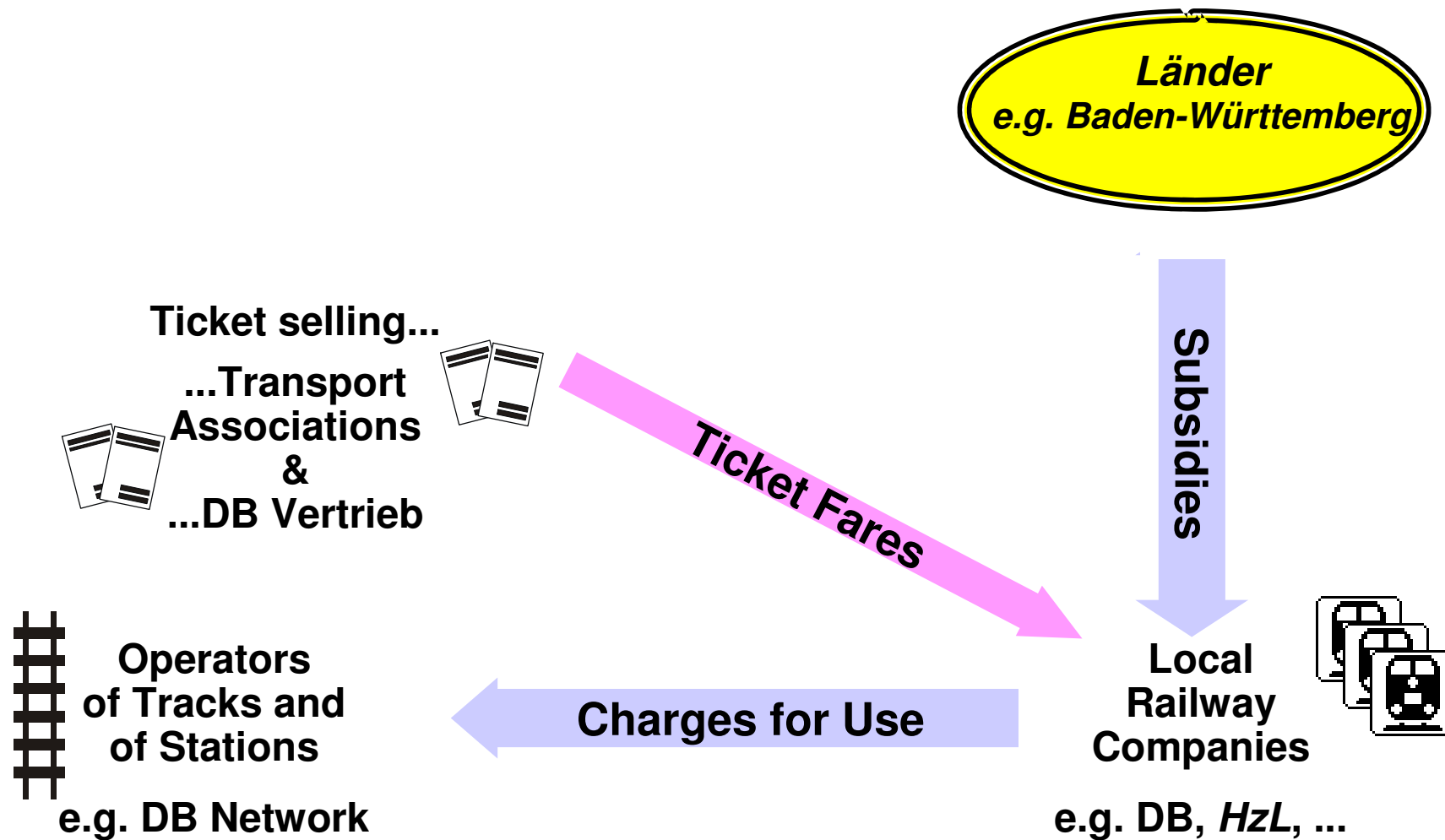
Railway  
Companies

i.e. DB, HzL, ...



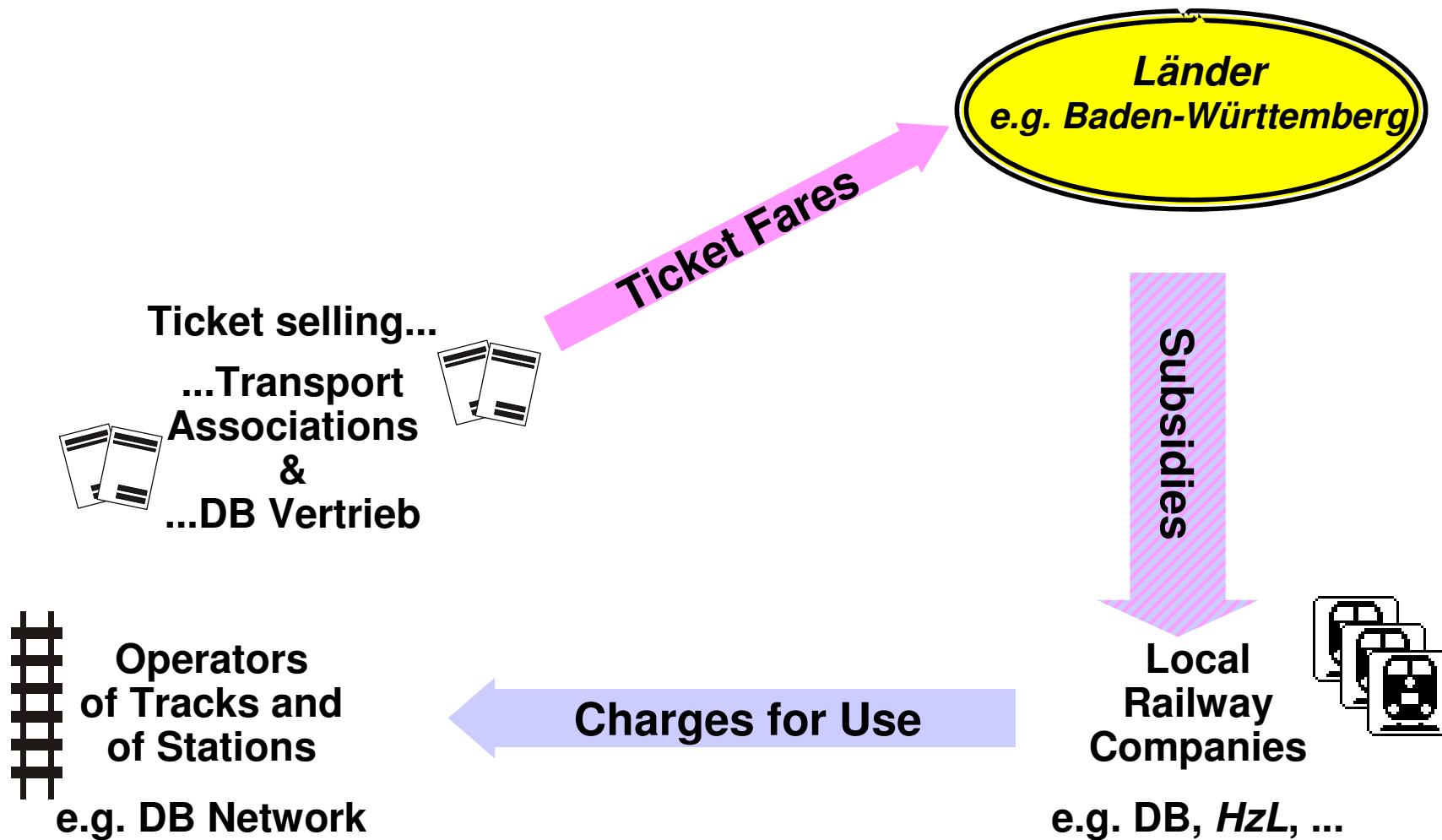
# Financing of Rail Transport in Germany (1)

Finance of Passenger Transport

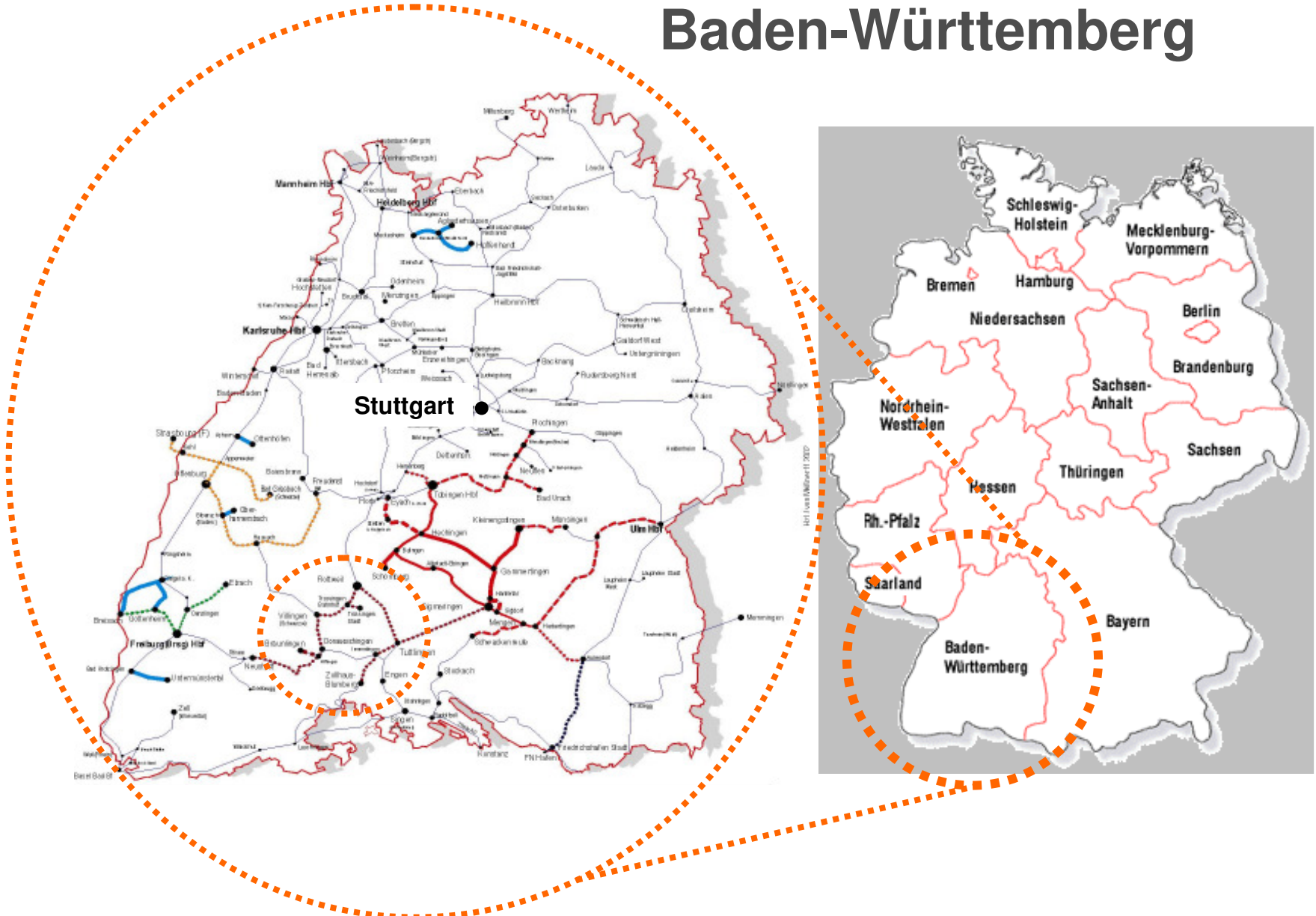


# Financing of Rail Transport in Germany (2)

Finance of Passenger Transport



# The „Ring Zug“ in Baden-Württemberg





## Situation before the **RingZug**

- rural region between Black Forest and Swabian Alb
- quite sparsely populated: 190 people / km<sup>2</sup> (average 225)
- Rail Passenger Services: DB offered only *Interregional Services*, small stations had been closed
- some bus services alongside railway lines
- no coordination of bus and railway services (i.e. timetables, tickets, information, ...)
- car ownership: 670 cars per 1.000 people

→ **Public Transportation System of minor importance**

# Regional Rail Passenger Services...

...implemented by Local Authority: start as early as 1990

- Aim: transport of pupils by train instead of by bus
- Requirements:
  - additional regional trains: ordered and paid for by local authorities („Landkreis“) of Tuttlingen
  - reopening of existing stations and construction of a new station near school centre
- Operator of trains: *HzL*
- Buses carry passengers to stations



New station in **Tuttlingen**  
near school centre

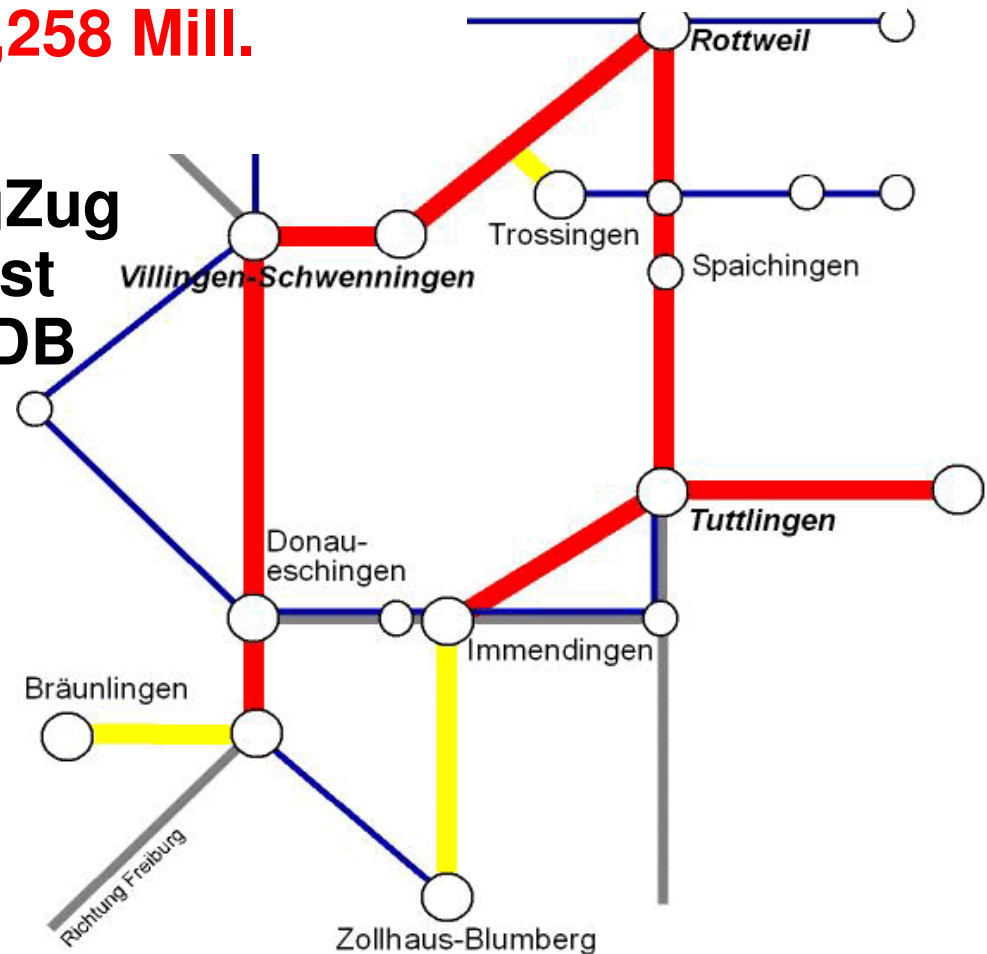
Train- & Bus-Services  
linked in **Fridingen**



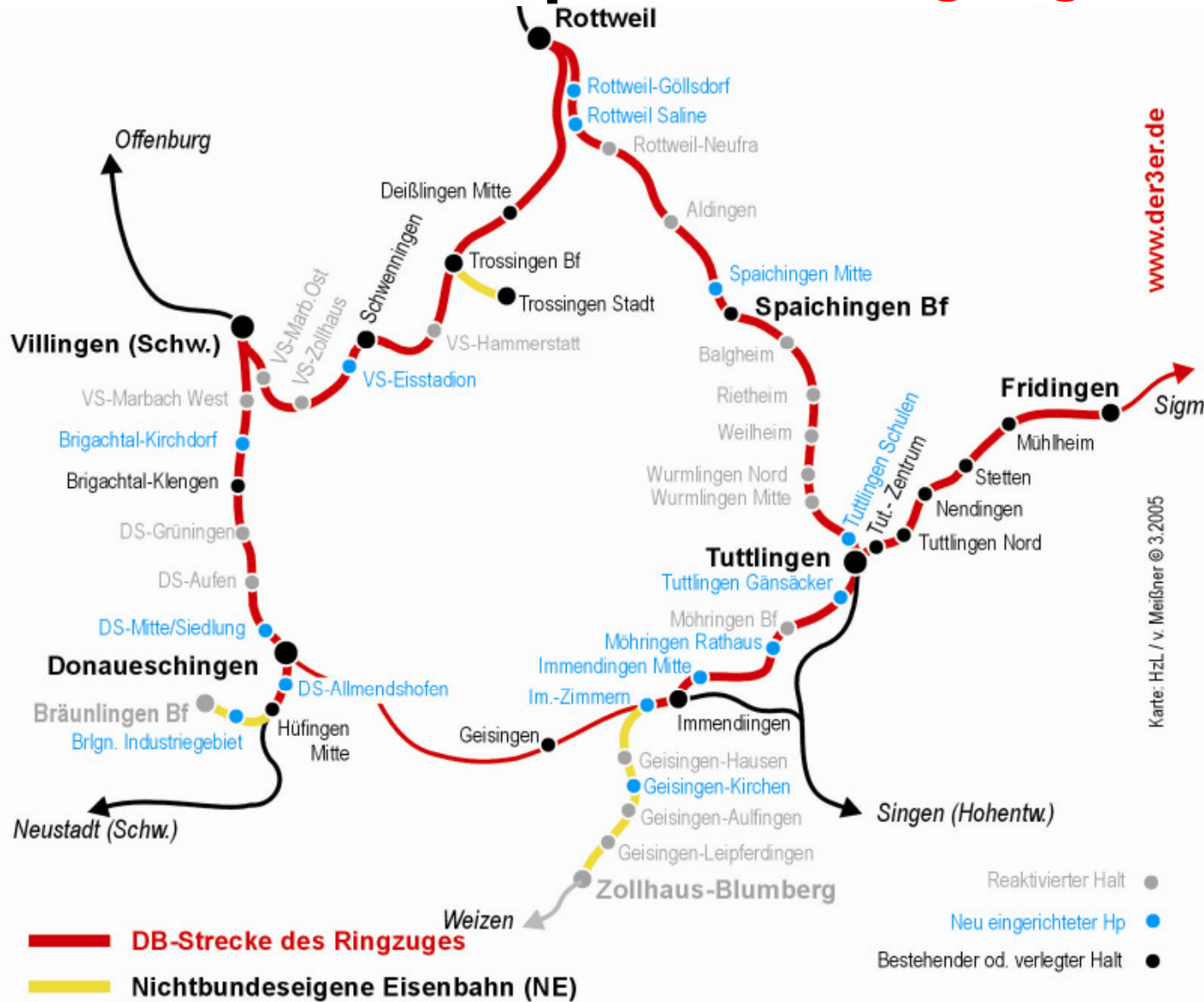
- **Start in 1990: a great success from the beginning**
- **Plans to apply the concept to other routes**

# The Concept of the **RingZug**

- Additional local passenger services (every 60 min.): **1,258 Mill. train km a year**
- **Length** of all RingZug lines: **200 km**, most tracks owned by DB
- **Reopening** of 2 railway lines
- Construction of **34 new stations**
- DB offers **inter-regional services**



# The Concept of the RingZug



# The Concept of the **RingZug**



New station of **Möhringen**  
on DB railway line



Reopened line to **Blumberg**

**... 34 new stations:**

Construction of 15 new stations &  
reopening of 19 stations

**... 20 links between train and bus  
services**

with over 1.000 connections  
per day

**... Re-opening of 2 branch  
lines**

to Bräunlingen and  
Blumberg

# The Concept of the **RingZug**: Mostly Use of Existing DB Lines

Different Transport Services on one Track:

- High Speed Trains (ICE)
- Interregional Passenger Services (Regional Express)
- Freight Trains
- Local Passenger Services (**RingZug**)

Existing DB Lines had to be adapted:

- New station of Trossingen
- New signalling system (central electronic dispatcher)

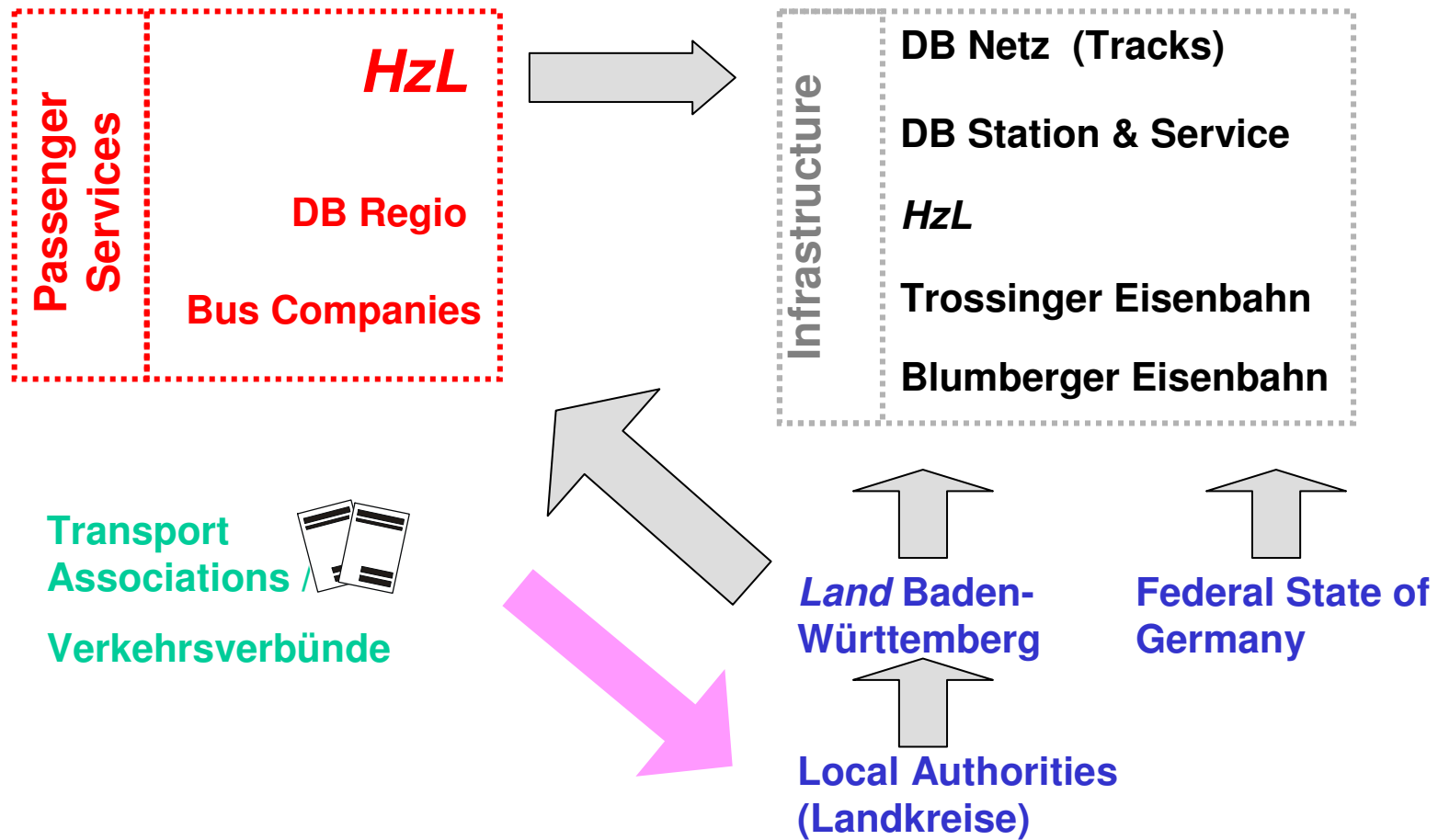
## Organisation and Technology:

- 1990
  - Start of Railway Passenger Services around Tuttlingen (additional trains for pupils)
- 1995
  - *Regional Planning Consortium* („Regionalverband“) develops plans for a „circle train“
- 1995
  - Agreement between *local authorities* and *state* („Land“) on further research into the RingZug project.
- 1999
  - The *Land* starts tenders for the Passenger Rail Transport of RingZug; HzL wins the tender
- 2001
  - Contract between *local authorities* and *Land* about allocation of subsidies
    - finance of **construction costs** and of **operation costs**
- 2001
  - Contract between *Land* and *HzL* on Passenger Services
- 2003
  - Start of 1st operational stage
- 2004
  - Start of 2nd operational stage



# Organisation and Technology: Organisations involved

Organisation





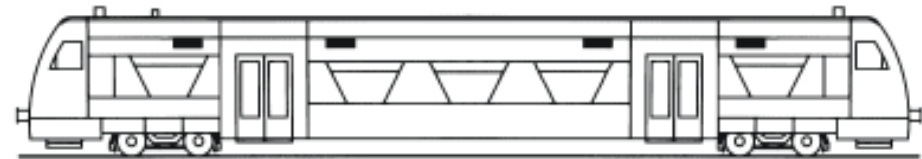
# Organisation and Technology: Duties + Responsibilities of *HzL*

**HzL = train operating company (TOC):**

- **production planning (Einsatzplanung der Züge, der Lokführer und Zugbegleiter etc.)**
- **operation of the trains (Einsatz der Lokführer + Züge)**
- **cooperation with DB Netz about the time tables and the slots („Trassen“)**
- **maintenance of the rolling stock**
- **publication of time tables**
- **documentation (quality reports)**
- **correspondence with passengers**

# Organisation and Technology: Rolling Stock

- 20 diesel rail cars „Regio-Shuttle“
  - Bought by *HzL*
  - **Speed: 120 km / h**
  - 66 seats / rail car + standing/bike space
  - 1...6 rail cars can be coupled (multiple unit)
  - Adaptation of capacity by train coupling and sharing (automatic coupler)
  - For the operation of the trains, in 2003 *HzL* has built
    - a new workshop („Betriebswerk“) and
    - offices („Betriebsleitung“)
- with together about 50 employees (based at Immendingen)



← Length: 25 m (42 tons) →

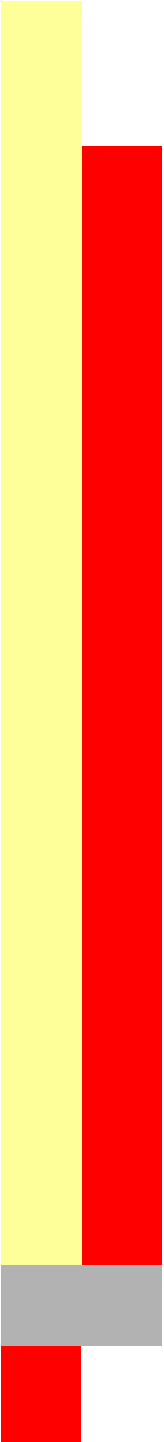
# Organisation and Technology: Rolling Stock



1 single rail car,  
e.g. on weekends

# The Benefit of Local Transport

- Suburban traffic enhances quality of life (mobility for old and young people) ...
- ... and thus is a factor for location and economy
- Pollution resulting from car traffic is being reduced
- Tourism is being promoted
- Lesser risk of accidents – and lesser costs resulting from accidents
- Public transport creates jobs



***Thank you for your  
attention!***

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