



# A broad coalition for a fair mobility transition: German experiences with the 9 EUR ticket and the way ahead

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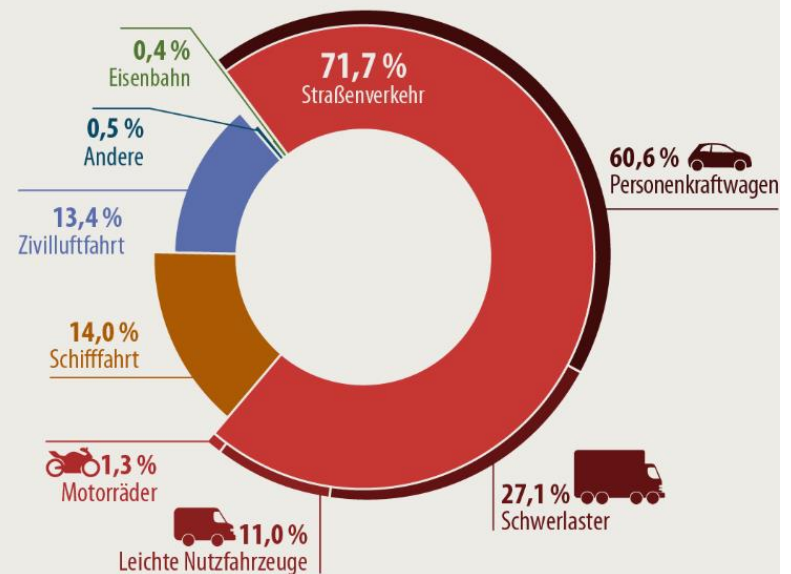
1. The transport sector – where are we standing
2. Why did we found our broad coalition an what do we do
3. Experiences with the 9Euro ticket

# Transport CO<sub>2</sub> emissions in the EU

- 1/4 of all CO<sub>2</sub> emissions in the EU come from the transport sector
- 1990 this share was only 15%  
→ this is because road emissions increased by 29% during that time  
→ road transport has the biggest potential for reducing emissions

## VERKEHRSBEDINGTE EMISSIONEN IN DER EU

Aufschlüsselung der CO<sub>2</sub>-Emissionen nach Verkehrsträgern (2019)

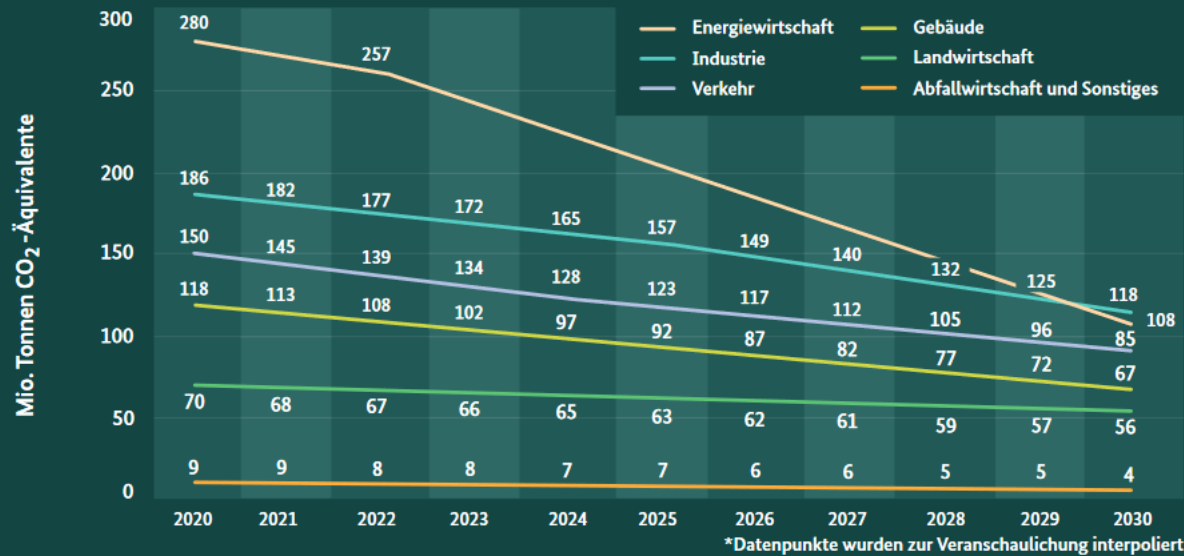


Quelle: Europäische Umweltagentur, 2022



# The legally binding emissions reduction in Germany

## Das neue Klimaschutzgesetz - Jahresemissionsmengen nach Bereichen bis 2030



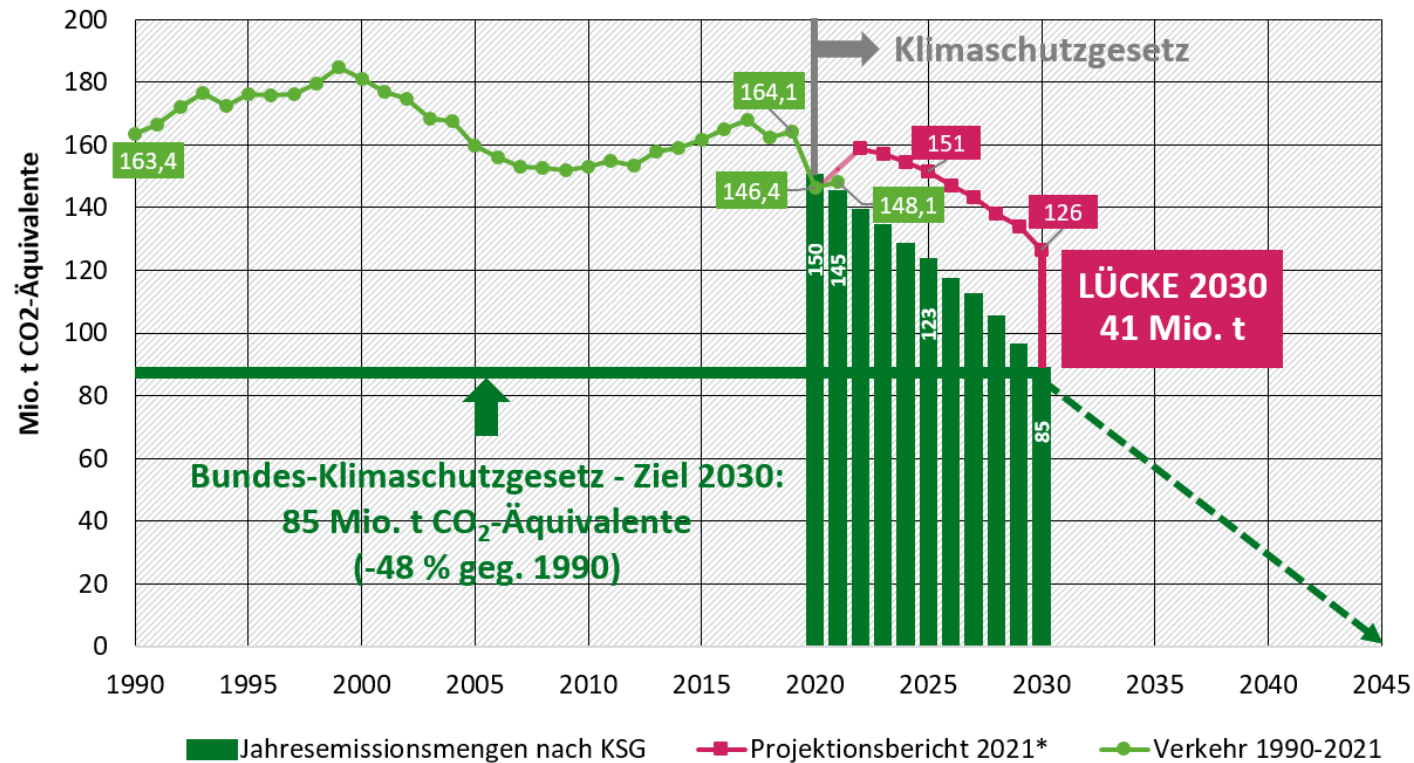
• Für 2031 bis 2040 legt das Klimaschutzgesetz jährliche Gesamt-minderungsziele fest. • Bis 2040 müssen mindestens 88 % weniger Treibhausgasemissionen ausgestoßen werden. • Ab 2045 schreibt das Klimaschutzgesetz Treibhausgasneutralität vor, nach 2050 negative Emissionen (wir entnehmen der Atmosphäre netto Treibhausgase).

Basis 1990:  
165 Mio t.

Until 2030  
almost 50 %  
reduction  
needed to  
meet goals

# Projektion 2030

## Entwicklung und Zielerreichung der Treibhausgasemissionen in Deutschland im Sektor Verkehr des Klimaschutzgesetzes (KSG)



\* Berechnete Werte des „Projektionsbericht 2021“ (rote Linie, basierend auf Daten mit Stand August 2020) weichen für die Jahre 2020 und 2021 von den später veröffentlichten offiziellen IST-Werten (grüne Linie) ab.

Quelle: UBA  
22.03.2022

# Transport system is socially unjust

- There is a lack of social participation in the current transport system
- Environmental costs are not covered by the polluter pays principle
- Mobility transition is also needed for social reasons



# Coalition for a socially just mobility transition



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Unions, Social- and environmental organizations as well as the Protestant Church in Germany constitute a strong coalition for a socially just mobility transition

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# What do we do?

- Comprehensive paper as a baseline
- → common vision and political measures for four key aspects of a mobility transition
- We conduct political events and use our regional associations as multipliers
- We are the platform for the needed dialogue



Bündnis sozialverträgliche Mobilitätswende -  
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# 9Euro Ticket



- The ticket was not a long-planned instrument but an ad hoc compensation for a tax relief on gasoline and diesel
- From June to August public transport was available for 9Euro a month → one ticket for the whole country
- In this timespan, 52 million Tickets were sold

# The 9Euro Ticket – a multidimensional debate

What are we talking about?

Climate policy?

Transport policy?

Welfare policy?



# It's complicated!

Public transport is organized by the states and municipalities



Legende									
SPNV-Integration	✓	X	X		fremder Verbund	fremder Verbund	✓	X	
StPNV-Tarif	✓	✓	X	verbund-freies Gebiet	✓	X	✓	✓	
StPNV-Koordination	✓	✓	✓		✓	X	fremder Verbund	fremder Verbund	

Ausgewählte Gebiete mit Übergangstarifen oder gemischten Zuständigkeiten sind durch gestrichelte Linien abgegrenzt



# What did we get?



- Heavily overstrained infrastructure
- Heavy burden for employees in the public transport system

- Milestone by dismanteling the “borders” between the transport associations
- Social participation



# What were the effects on the general mobility?



- Users live rather in cities than in rural areas and own less cars  
→ fewer effects in rural areas
- The ticket lead more to an expansion of mobility than to a shift of mobility → leisure traffic
- Not a feasible short-term climate protection instrument  
(3.7k-12.2k Euro per ton)

# What was our take?

- Generally a big support of the ticket and a prolonging of that offer
- But only in combination with a clear strategy to improve the infrastructure and the working conditions for the employees in public transport
- The federal government in charge to increase the financing structures



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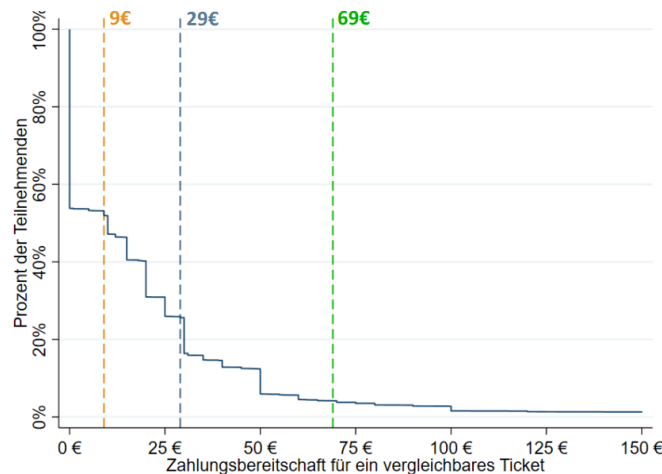


# What did we get?

- A nationwide ticket for 49 Euros per month
- But: no social tariffs, only digital offer
- Maike Schäfer (mobility senator of Bremen): “at least by that the states are able to maintain the status quo – but for a real mobility transition we need a further increase of the regionalization fund“
- Henrik Wüst (state premier North-Rhine Westphalia): „By that, 49Euro can only be a starting price. The increase of the fund is an absolute minimum and the best ticket doesn't help, if there is no bus coming“
- VDV (association of transport companies(: „if the loss compensation of 1,5 billion Is not sufficient, the transport companies bare the financial risk – especially, because the subscription can be resigned on a monthly bases“ Due to a lack of time, it will be implemented in march the earliest“
- → Offer as a political compromise

# The way ahead

- Not clear, how many people will use that offer for that price
- The expansion of the network is crucial for a mobility transition
- The goal of doubling the passenger numbers, as written in the coalition treaty, is not to be foreseen yet



- ▶ 9 € würden ca. 52% der Teilnehmerinnen und Teilnehmer weiterhin bezahlen
- ▶ Bei 29 € wären es ca. 26%
- ▶ Bei 69 € wären es ca. 4%

[PowerPoint-Präsentation \(agora-verkehrswende.de\)](http://agora-verkehrswende.de)

# Thank you for your attention!



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