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 and what do we do
3. Experiences with the 9Euro ticket
Transport CO2 emissions in the EU

- ¼ of all CO₂ 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
The legally binding emissions reduction in Germany

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)


Klimaschutzgesetz

Lücke 2030: 41 Mio. t


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

Unions, Social- and environmental organizations as well as the Protestant Church in Germany constitute a strong coalition for a socially just mobility transition.
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
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?
The 9 Euro Ticket

It's complicated!

Public transport is organized by the states and municipalities
What did we get?

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

- Heavily overstrained infrastructure
- Heavy burden for employees in the public transport system
What were the effects on the general mobility?

- Users live rather in cities then in rural areas and own less cars → fewer effects in rural areas
- The ticket lead more to an expansion of mobility then 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
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“
- → 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 been foreseen yet
Thank you for your attention!