


NR.	SECTION	DESCRIPTION
0	Photograph	
1.	Title of the practice	<i>KombiBus: how existing public transport capacity in rural areas can be utilized for other services (P13)</i>
2.	Precise theme/issue tackled by the practice	<p>How existing public transport capacity (depot, staff, vehicles and stop infrastructure) in rural areas can be utilised for other services. In this case how freight transport can be used to stabilise the existing public transport service by additional gains and if applicable to extend the service during off-peak hours.</p>
3.	Objectives of the practice	<ul style="list-style-type: none"> • To stabilise the public transport service in rural areas by new financing options. • To maintain jobs at the transport companies and reduce number of the so called “split shift”- shift that are not equally distributed during the day. • To establish public transport as a part of the regional value chain.
4.	Location	<ul style="list-style-type: none"> - State of Brandenburg - Administrative District of Uckermark
5.	Detailed description of the practice	<p><u>Origin:</u> Administrative District of Uckermark, State of Brandenburg.</p> <p><u>Timescale:</u> October 2010 - August 2011 = Conceptual phase Autumn 2011 = Legal Expertise January 2012 - December 2013 = Implementation</p> <p><u>Bodies involved / Implementation:</u></p> <ul style="list-style-type: none"> • <i>Regional level:</i> <ul style="list-style-type: none"> - Administrative District of Uckermark. <p>Municipal transport company, Office for regional development of the administrative district of Uckermark, regional business development, regional stakeholders (Amt für Kreisentwicklung des Landkreises Uckermark).</p> <ul style="list-style-type: none"> • <i>State level:</i> <ul style="list-style-type: none"> - State of Brandenburg <p>Ministry for Infrastructure and Agriculture (Ministerium für Infrastruktur und</p>

	<p>Landwirtschaft, MIL), Ministry of the Interior (Ministerium des Innern, MI), State Chancellery (Staatskanzlei), Chamber of Commerce and Industry in Ostbrandenburg (IHK Ostbrandenburg)</p> <ul style="list-style-type: none"> • <i>Federal level:</i> <ul style="list-style-type: none"> - Federal Ministry of the Interior (Bundesministerium des Innern, BMI). • <i>Consultancy team:</i> <ul style="list-style-type: none"> - Interlink GmbH. - Fahrplangesellschaft B&B mbH, raumkom – Institut für Raumentwicklung und Kommunikation. - Functionally and content of the mobility solution. <p>Additionally to the transport of passengers the scheduled service buses will be used as well for the transport of goods, by using the anyway existing luggage space. If low-entry busses are used the freight will be transported in a trailer. The process that has to be designed and organised is complex due to its heterogenic customer structure.</p> <p><u>Legal framework:</u></p> <ul style="list-style-type: none"> • Assessment of Personenbeförderungsgesetz (Public Transport Law) and Güterkraftverkehrsgesetz (Road Haulage Law). • Assessment of the local constitution of the State of Brandenburg. <p><u>Financial framework:</u></p> <p>For the conceptual phase, the legal assessment and the guidance within the implementation roughly 425 thousand Euros has been spend. After the clarification of fundamental issues the implementation in other regions will be possible with considerably lower means.</p> <p><u>Use degree (%): user / total population number (if possible):</u></p> <p>It is not possible to give specific data, since the utilisation of the KombiBus transports are introduced in two steps:</p> <ol style="list-style-type: none"> a) For the commercial consignor. b) For everyone else. <p>When b) is implemented, the transport of goods by KombiBus is at the disposal of principally all the inhabitants of Uckermark.</p>
6.	Evaluation
	<p><u>Possible demonstrated results (through indicators):</u></p> <p>The regular operation starts on 7th September 2013.</p> <p><i>Statistic of consignor, weight of consignment</i></p> <p><u>Possible success factors:</u></p>

	<p>The most significant success factor is the possibility to offer commercial customers in a difficult market environment a simple and cost efficient distribution.</p> <p><u>Difficulties encountered:</u></p> <p>Initiating local communication processes.</p> <p>To develop the field of business in a municipal company, that needs comprehensive coaching for and guidance on their distribution activities to achieve continuity at the implementation of the assignment of tasks.</p>
7.	<p>Lessons learnt from the practice</p> <p>Mobility and accessibility are not only cross-cutting issues, but include as well comprehensive regulations and organizational structures. Therefore the main efforts attributed to communication in order to convince a number of stakeholders, decision makers and opinion leaders.</p> <p>The KombiBus is going to utterly redefine the rural logistic infrastructure. Commercial customers who want to optimise their existing logistics are only able to undertake long-term changes in their operation. Therefore the proposed implementation is a long-term one as well, which may only be successful if the legal framework is clarified. Only thereafter companies from the private sector are ready to make long-term investments.</p>
8.	<p>Contact information</p> <p>Uckermärkische Verkehrsgesellschaft mbH</p> <p><i>Ms Marita Förster, KombiBus-Manager</i></p> <p>Tel: +49 3984 8595713</p> <p>m.foerster@uvg-online.de</p> <p>www.uvg-online.de</p> <p>Interlink GmbH</p> <p><i>Ms Anja Sylvester, Project Management</i></p> <p>Tel: +49 30 209 139-72</p> <p>sylvester@interlink-verkehr.de</p> <p>www.kombibus.de</p>
9.	<p>Other possible interesting information</p> <ul style="list-style-type: none"> - Documents - Media about KombiBus (YouTube) - Flyer to download