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# Deutschland-Ticket: Current Status



**D-TICKET**

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7 November 2023, UITP EU Committee Meeting, Brussels  
Ulrich Weber, VDV/SSB

## May 1, 2023: Launch of the Deutschland-Ticket

### The Deutschland-Ticket („D-Ticket“):

- 49€ per month (D-Ticket Job 34,30€)
- Since May 1st (pre-sale started on April 3rd)
- Coverage: entire German public transport network, excluding long-distance travel by bus or train
- Monthly terminable subscription, non-transferable
- No accompanying persons allowed, except for children under the age of 7
- Option for existing subscribers to choose D-Ticket
- In discussion: Student D-ticket for 29,40 € monthly



# Deutschland-Ticket: Political framework

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## The goals

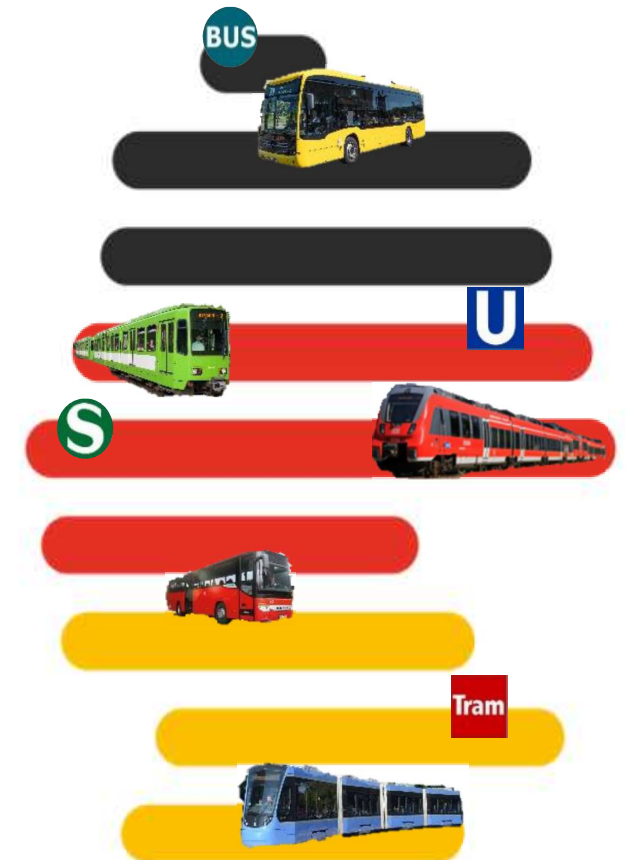
- Lower citizens' burden from increased energy prices
- Making public transportation more attractive for the people
- Climate protection goals

## The framework

- Revenue compensation: €3 billion p.a., split equally between the federal government and the federal states; if it is not sufficient, there is an obligation to provide additional funding for 2023
- Public transport sector organizes nationwide revenue sharing system
- Digital only: paper tickets temporary solution until 31 Dec. 2023
- Accompanying market research and evaluation in 2023/24
- Price adjustment based on inflation starting from 2024 (?), new legislative process in 2025

# The „Financial Question“ from 2024

- 6 November 2023: Meeting Chancellor/Prime Ministers of States: Solution to financial insecurity from end of 2023?
- Tough negotiations for 2024: Federal government until now refuses to additional funding > € 1,5 billion federal part, States have agreed in principle to additional funding > € 1,5 billion states part.
- Federal government’s position: PT sector should make cost savings through structural changes and reducing sales channels for PT tickets in general (only digital)
- VDV estimations (recognized by federal and state government):
  - 2023 (only May-December): € 2,1 billion + € 450 mio. transfer costs)
  - 2024: € 4,1 billion (taking into account production cost increase)
  - A scenario with increased ticket prize € 59 would probably lead to a necessary compensation of around € 3billion
- VDV: Sector needs financial stability for D-Ticket and cannot wait every year until November until a solution is found for the following year!  
Without financing perspective D-ticket will be stopped!



## First findings for the Deutschland-Ticket

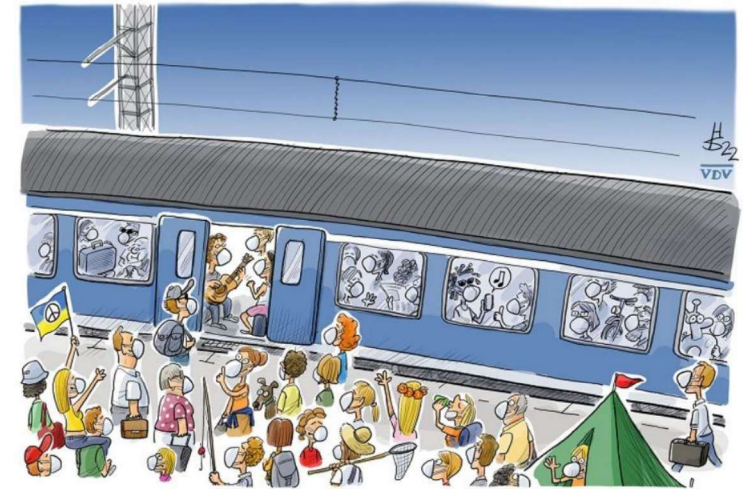
- Passenger number: Further evident recovery compared to 2022
- Regional rail transport: (over)saturated
- Until 1 September 11 mio. sold tickets

### Market research (last findings from July 2023):

- German-wide ticket validity and simplicity as well as prize are given as the most important reasons from customers to buy D-ticket
- 4 of 5 tickets are regular € 49 tickets, 1 of 5 tickets are D-Jobtickets
- D-Jobticket has further high potential
- ~50 % mobile phone tickets, ~40 % chipcards, ~10 % paper tickets
- 42 % former subscription holders, 47 % customers using other tickets before, 8 % newcomers in PT

### VDV: “After the D-Ticket we need a D-Offer”

- long-lasting success of D-Ticket can only be achieved with a considerable increase of PT offer and quality
- According to agreement of federal coalition (2021):  
“Pact on PT Expansion and Modernisation”



DAS 9-EURO-TICKET IST DAS WOODSTOCK DES ÖFFENTLICHEN NAHVERKEHRS.