



THE SAARBAHN

A Local Transport Concept of the Future



Developing Process

The Renaissance of local public transport

The need for reconstructing local public transport in Saarbruecken and its surrounding areas became more



and more urgent in the beginning of the 1990's. One reason for that was the permanently increasing number of passengers on the public bus network of the capital of the Saarland. In 1995, 37.5 million passengers used the Saartal bus routes, which is an increase of nearly 50% as against

1984. It was foreseeable that the bus system would soon be pushed to its limits.

In addition to that, the capital's traffic policy became more ecology-oriented. The city centre's traffic load was to be eased. The city's traffic planners aimed at relieving the centre of 120,000 car rides a day, 90,000 of which were to be taken over by local public trans-

port. To illustrate the dimension: Every day more than 180,000 people commute to and from Saarbruecken.

With an increasing traffic volume the situation in Saarbruecken became more and more unbearable. On top of that were considerations of the town planners to transform the main traffic axis of the capital, the central connection from the main station to the St. Johanner Markt, into a pedestrian zone.

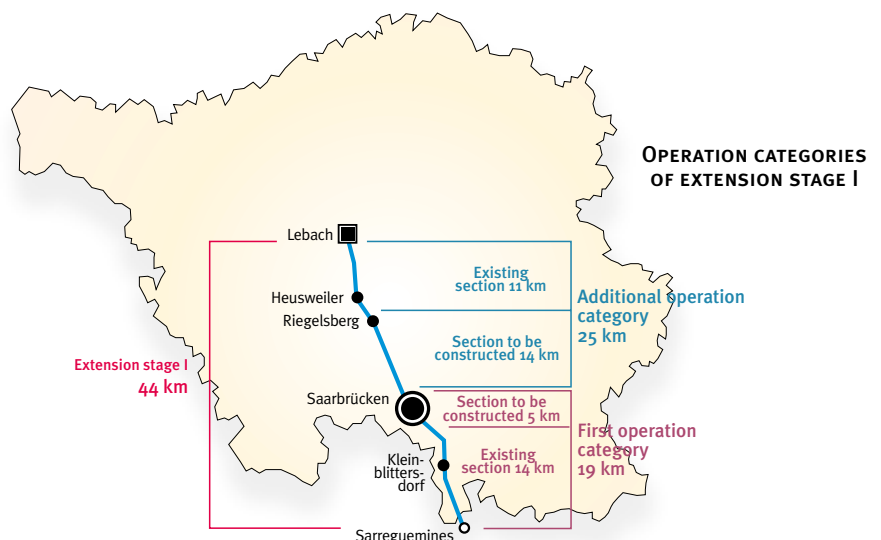
Extension Stages

New Route Sections

The Saarbahn connection between Saaregemuines and Lebach will have a total length of 44 km. At present the first operation category of the Saarbahn – between Sarreguemines in France and the stop at Ludwigstrasse in the north-western part of the city centre – is in service. The section to come is the 25 km stretch between the present terminus Ludwigstrasse and Lebach station. Of that, a 14 km long section along Rastpfohl and Riegelsberg to Walpershofen will be

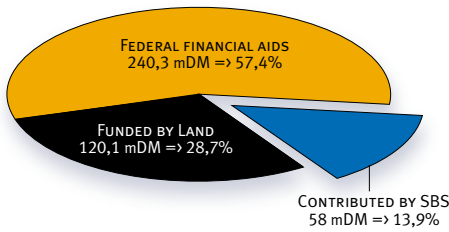
newly constructed. From there to Lebach the Saarbahn will use the existing track of the Bundesbahn; this section, which is known as the former so-called Koellertalbahn, is now owned by the Stadtbahn Saar plc.

With the opening of the second operation category Lebach will become a traffic junction for the middle and northern Saarland, for train/Saarbahn and bus routes from Prims, Theel and Ill Valley. The works on the second extension stage Saarbruecken - Lebach got under way in February 1998. Until autumn 2000, the section Cottbuser Platz to Heinrichshaus shall enter into service, which is important for the traffic development of the northern part of Saarbruecken. Besides carrying on the works on the section to the North, the connections for linking the existing route to the Saarbruecken fare as well as to the rail track to Gersweiler and Forbach (France) will be completed by April 1999; however, the respective construction operations represent an entirely new project. With that, requirements are met for going to the fare by the Saarbahn tram-train.



FINANCING STRUCTURE OF EXTENSION STAGE I

(estimated over-all funds: 418,4 mDM)



Costs and Financing

Short Construction Time – Low Costs

► Low construction costs:

The construction costs in the city centre amount to 21.7 mDM per kilometre, which is considerably less (about 5-10 mDM) than those of comparable new tram-train.

► Short construction time:

Between breaking ground in June 1995 and the maiden voyage October 24 1997, the five mile stretch of the Saarbahn between the Ludwigstrasse and the connection to the track of the German Federal Railways (Deutsche Bahn AG) at the Roemerkastell has been completed. Extensive subsoil works, redevelopments and expensive shifting of the inner city underground supply and disposal network have been carried out – at a construction time of just two years. Compared to the facts and figures of similar large-scale projects in Germany, this is an outstandingly short period. Registration, planning and authorisation procedure for the whole project all took place within three years.

► Grants:

Of the total expenditure for the construction of the section Sarreguemines – Lebach the Federal Government pays 60%, the Land contributes with 30%, the



Stadtbahn Saar plc with 10%. The Land finances the purchase of the train vehicles with 75%, the remaining 25% are raised by the company. Amendments to the plan – as a consequence of conditions made by the licensing authority, early works, e. g. the construction of the four-track platform at Central Station, as well as the consequences of the detailed planning for the section to Lebach, which had been carried out in the meantime, required cost adaptations which as well both the Federal Government and the Land help to fund. These additional measures have increased the original costs of 368 mDM of the year 1992 for the first section Sarreguemines - Ludwigstrasse to 418.4 mDM altogether.

First Operation Experience

Heading for Growth

► Increasing passenger numbers:

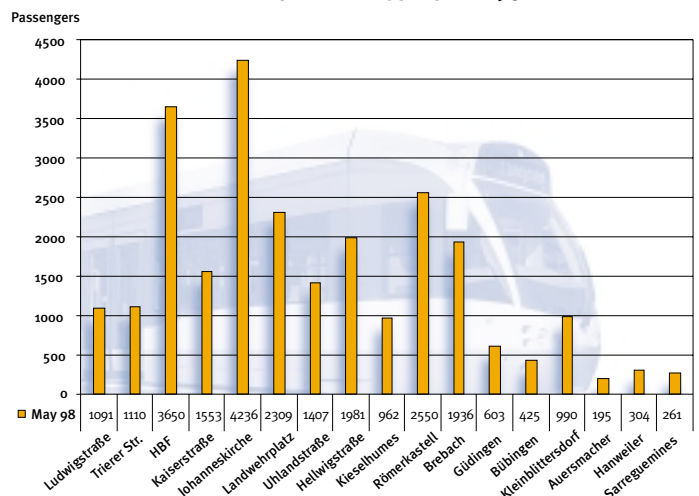
The passenger statistics show that the Saarbahn is a great success. Every day from Monday until Tuesday, more than 25,000 people get on the tram – 10%

more than expected; tendency: staying on an encouragingly high level. We are pleased to observe an intense use even on Saturdays (12,500) and Sundays (6,000). Particularly on the section Brebach - Sarreguemines the Saarbahn has brought about a strong growth of local public transport. Today, an average of 4,700 passengers use it. Compared to figures of former bus and train routes, the number of passengers is now four times higher than it used to be before.

► Operation and Technology:

Compared with the dimensions and effects of the entire Saarbahn system, initial frictional losses and finishing touches were few. After a relatively short period of time the city centre route up to Brebach could be served on a 7.5 min cycle basis, to Kleinblittersdorf quarter-hourly, and to Sarreguemines half-hourly. In times of increased passenger volume during rush-hours the capacity is being doubled by hitching up an additional car to the tram-train. Efficient controlling of the system and co-ordination of the entire operational network have made that possible. So far the Saarbahn operates virtually trouble-free.

SAARBahn USERS MAY 98



Saarbahn GmbH
Hohenzollernstraße 104-106
66117 Saarbrücken
Tel. 0681/587-20 75

die Saarbahn