

# Welcome to Lucerne – welcome to vbl!



# ...and welcome to see behind the curtain of vbl.



# Agenda.

## What we want to talk about today.

- vbl at a glance
- car pool and depot
- control centre
- neuralgic points
- walkabout (control centre / depot)

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# A long history, narrated shortly.

## Everything began over 100 years ago.

- 1899 foundation of the company as a municipal tramway
- 1928 first bus line
- 1941 first trolley bus line
- 1961 abolishment of the tramway
- 2001 corporation under private law
- since then
  - extension of the depot,
  - renovation of the wash system
  - double articulated trolley buses
  - dynamic information systems
  - coaches, "Tellbus"
  - opening "vbl fachzentrum"  
(training center for bus drivers)



# No. 1 in regional public transport.

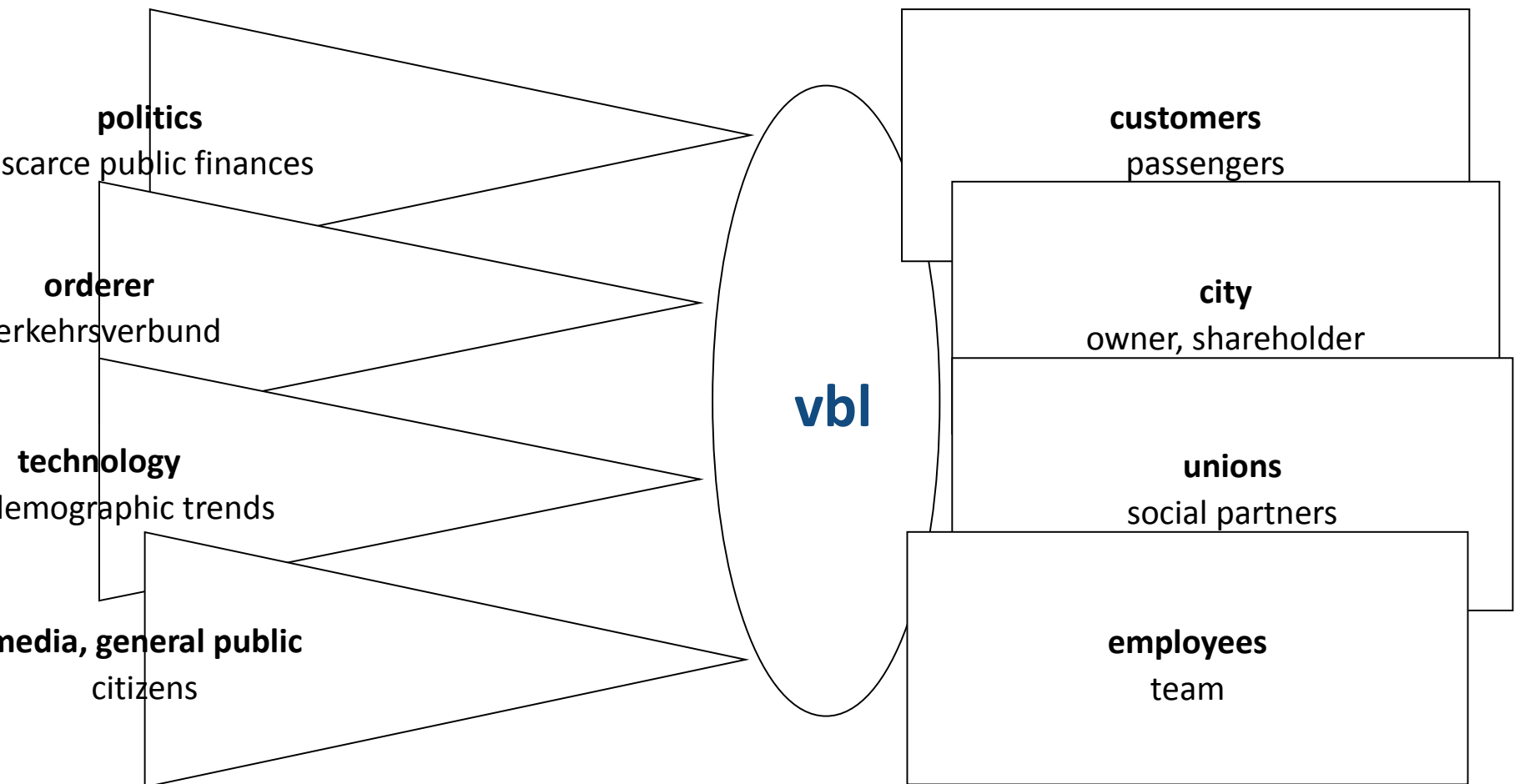
**vbl is No. 58 of the 100 biggest employers in Central Switzerland.**

- 430 employees
- 155 diesel buses, trolley buses, passenger trailers, coaches
- 31 lines (6 trolley-, 19 diesel-, 6 nightlines)
- 46 Mio. passengers
- 107 Mio. passenger kilometres
- 271 kilometres net length



# Who wants to move, has to know the environment.

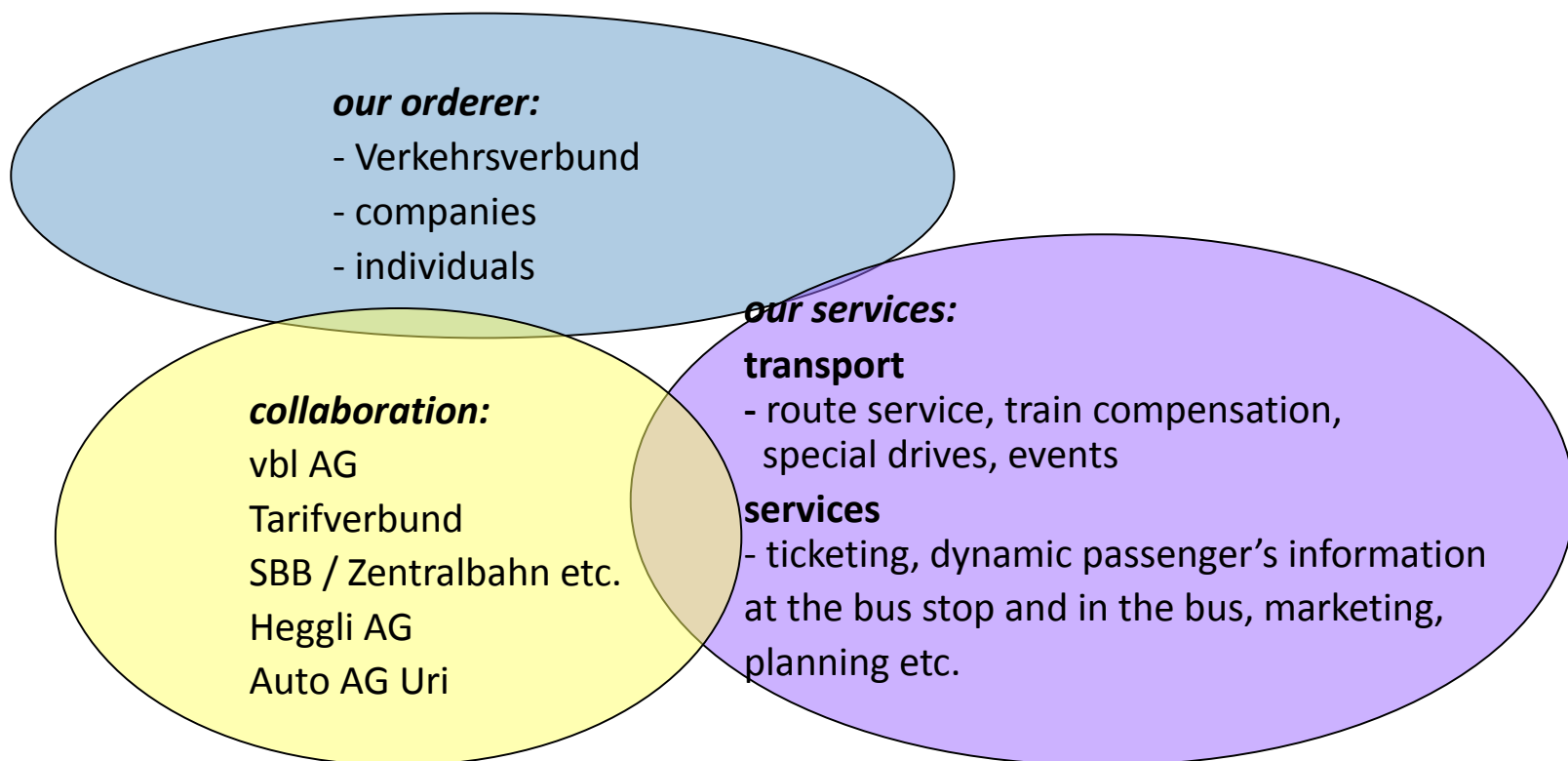
**We are faced with a lot of demands.**



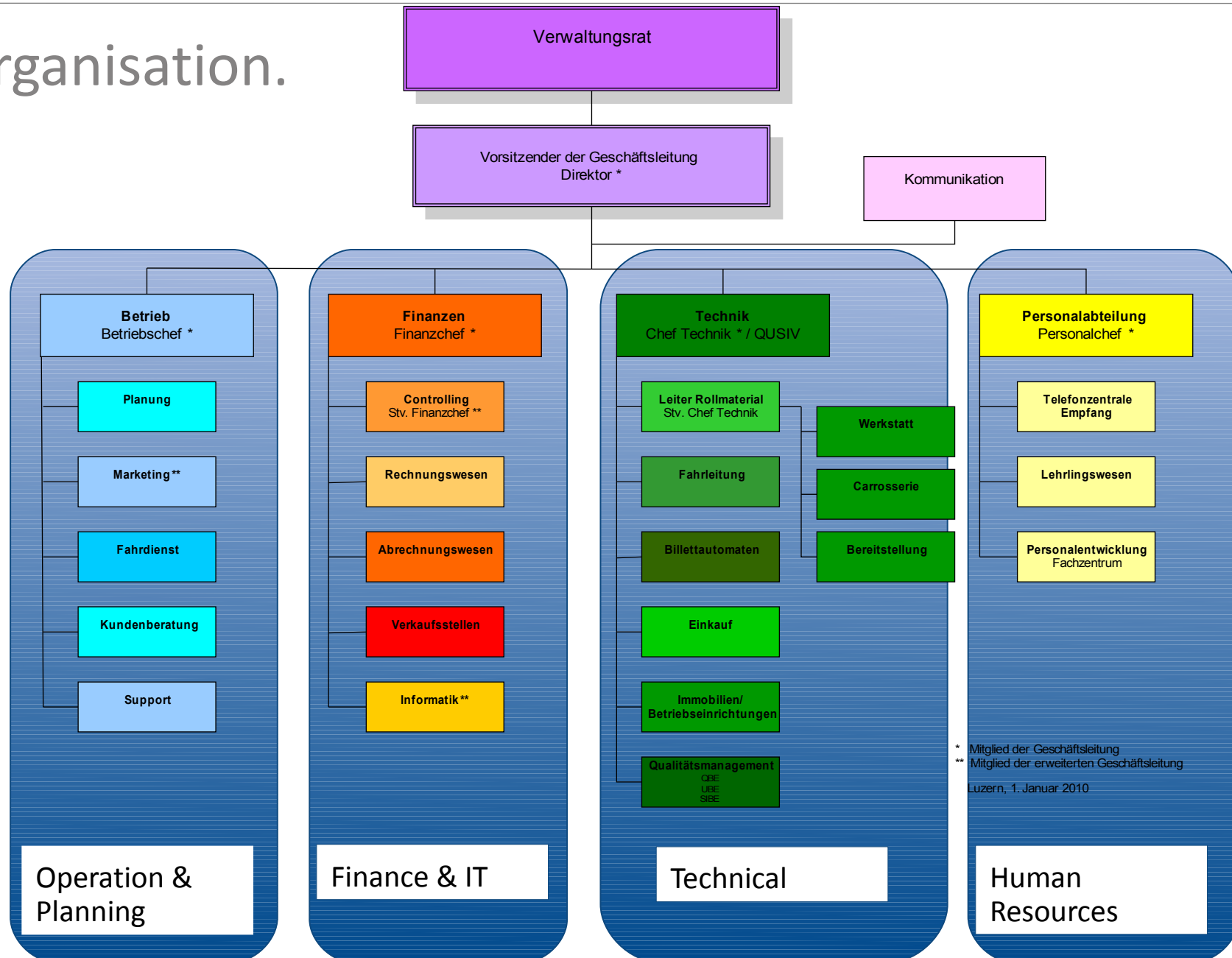


# vbl AG – a service company.

**We are committed to public service.**

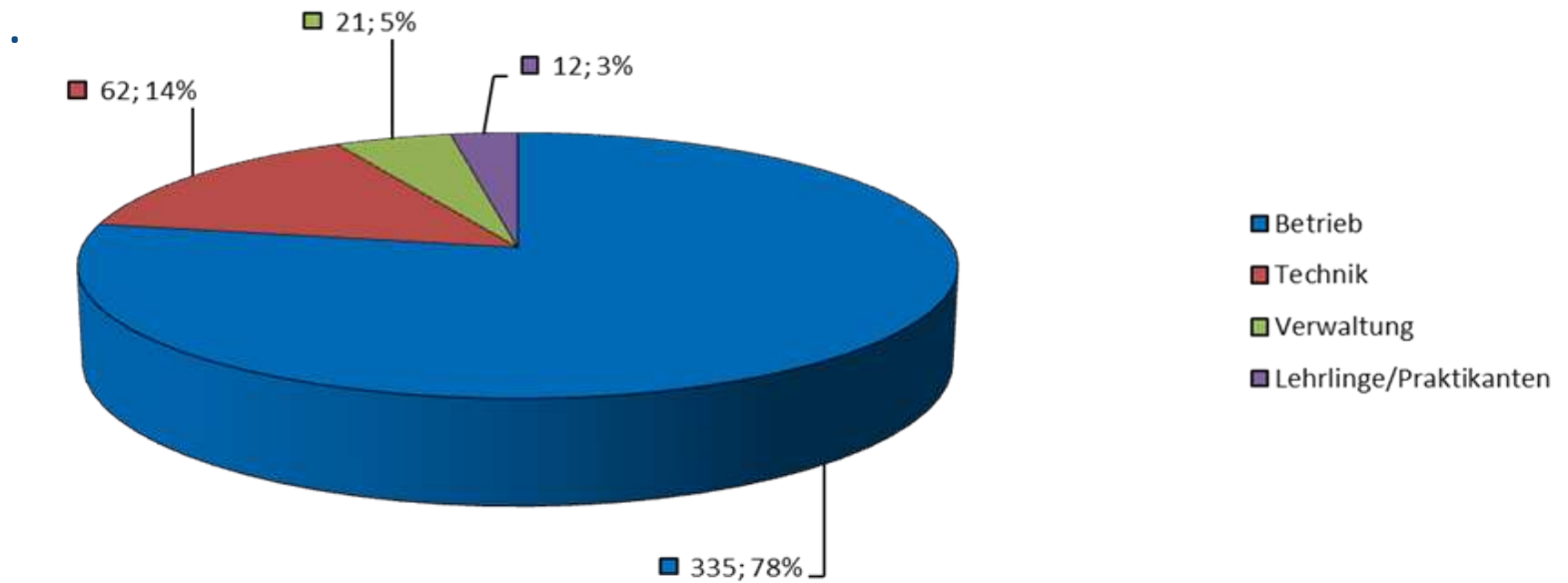


# Organisation.





# Employees.



**Total employees: 430**

# Some details about diesel buses.



**Low floor diesel buses 10, 12 and 18 meter.**  
Euro 3 and Euro 5 diesel buses with particle filter.

# Some details about trolley buses.



## **Trolley buses:**

600 V DC-operation

Engine performance 185kW – 320kW

Recovery at braking operation (Recuperation)

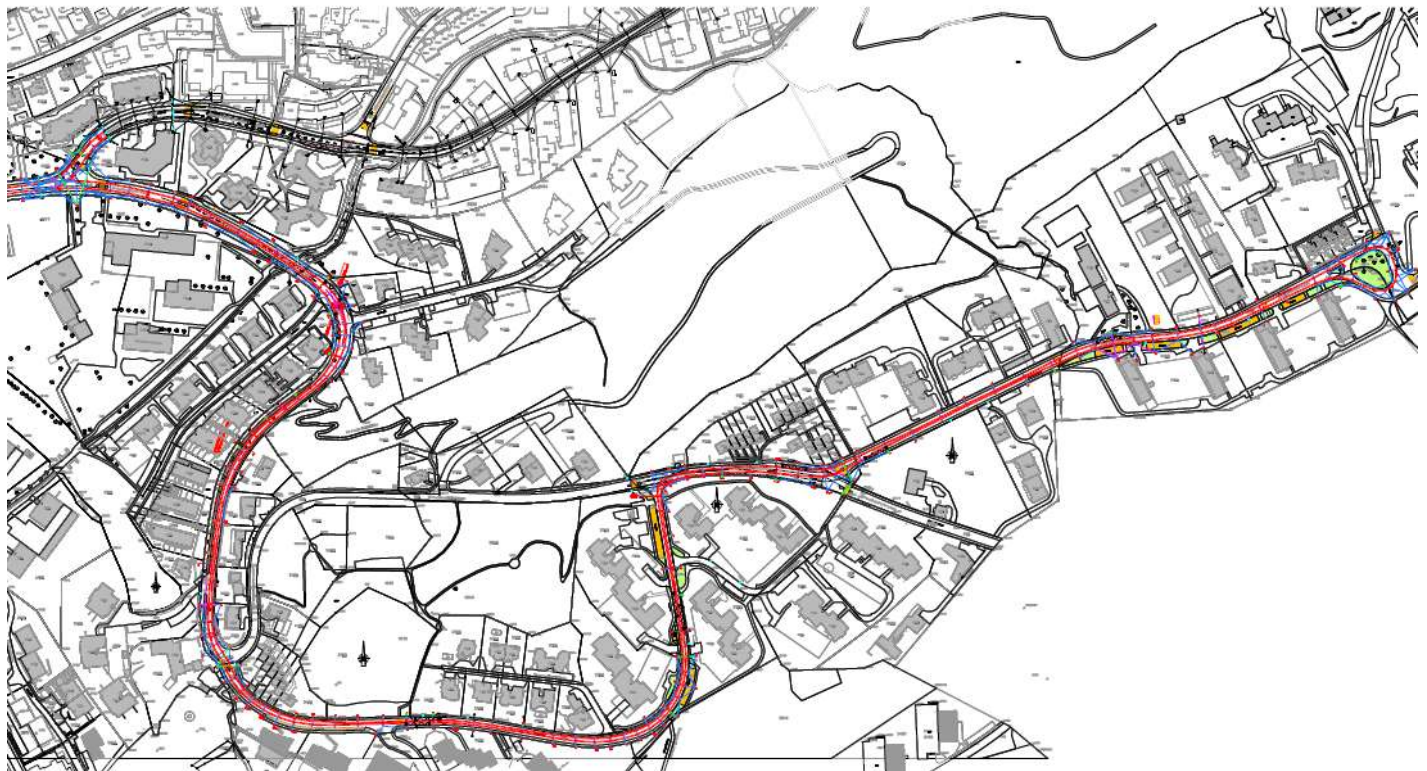
small diesel-engine as alternative power source (for emergency operation)

Passenger capacity up to 200 people

Double articulated trolley buses  
in operation since 2006

# Project to extend trolley lines.

**Project team started in 2010 –  
still hope to go in operation end of 2012**





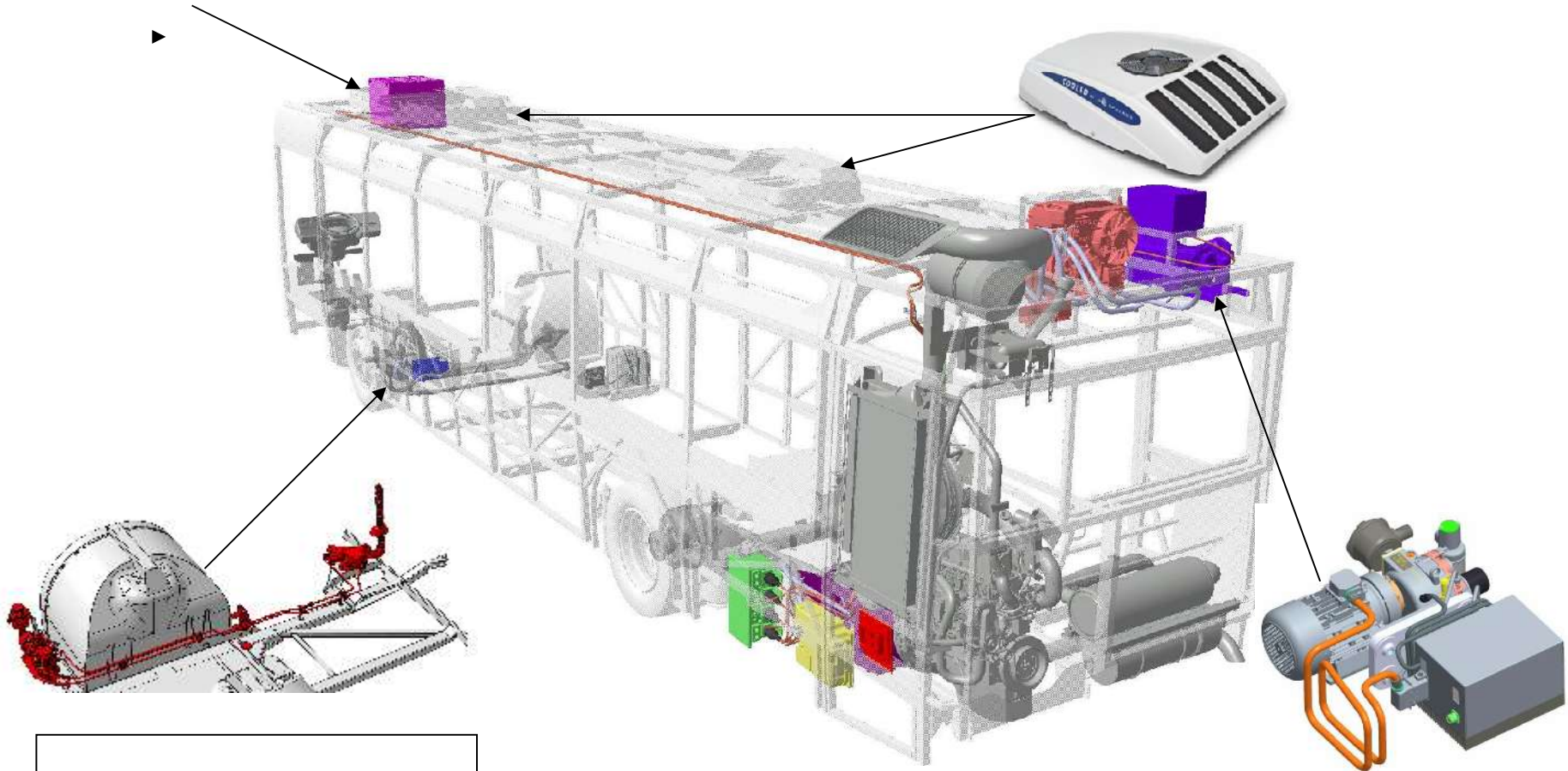
# 6 diesel hybrid-buses.

- since February 2011 in operation.



Li-Ion battery (4.8 kWh)

electric air conditioning



electric power steering

electric compressor



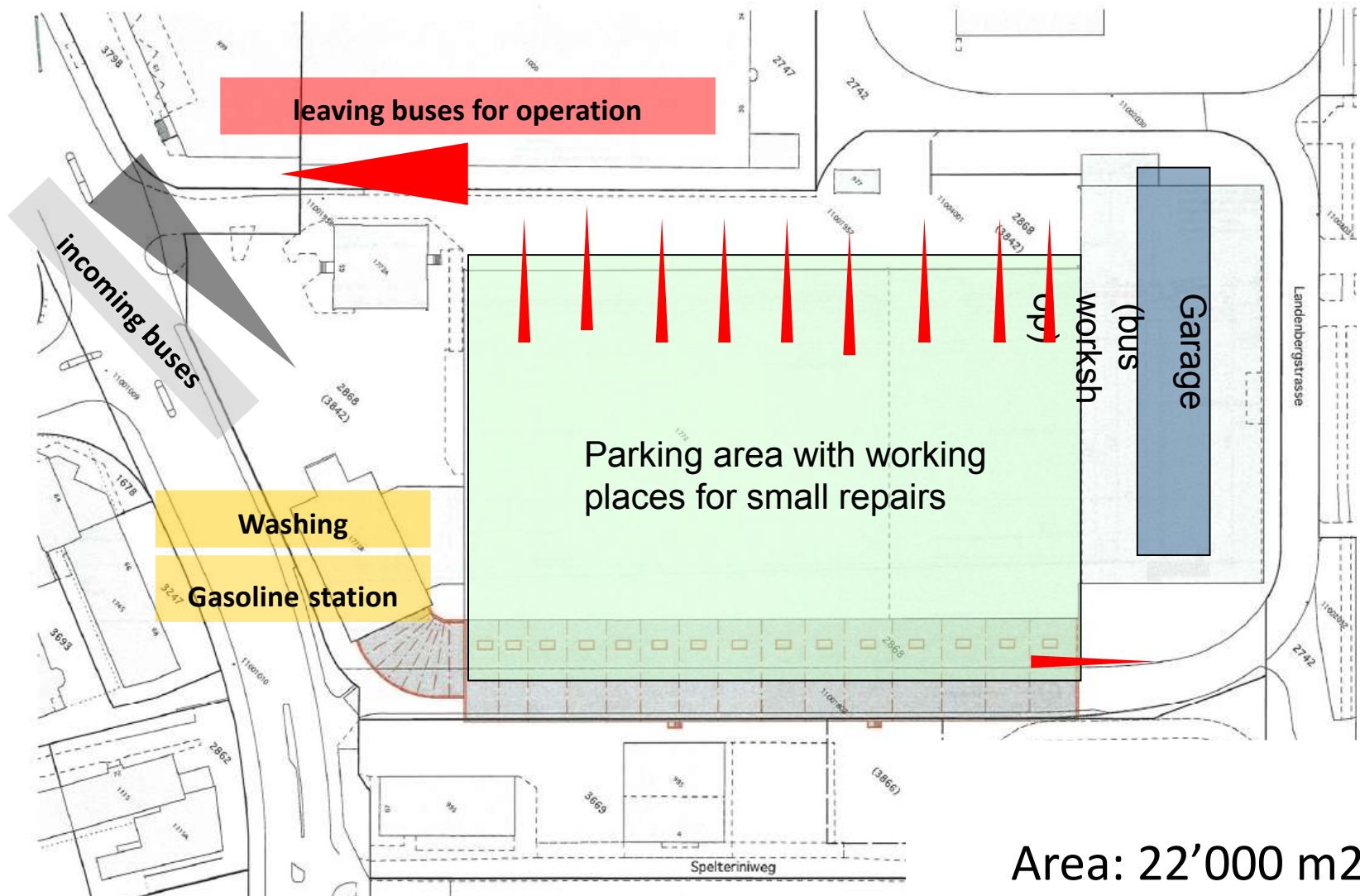
# Coaches for direct line «Lucerne-Altdorf».

Short travel time for passengers (46 min. by bus, 68 min. by train)

in operation since - December  
2006

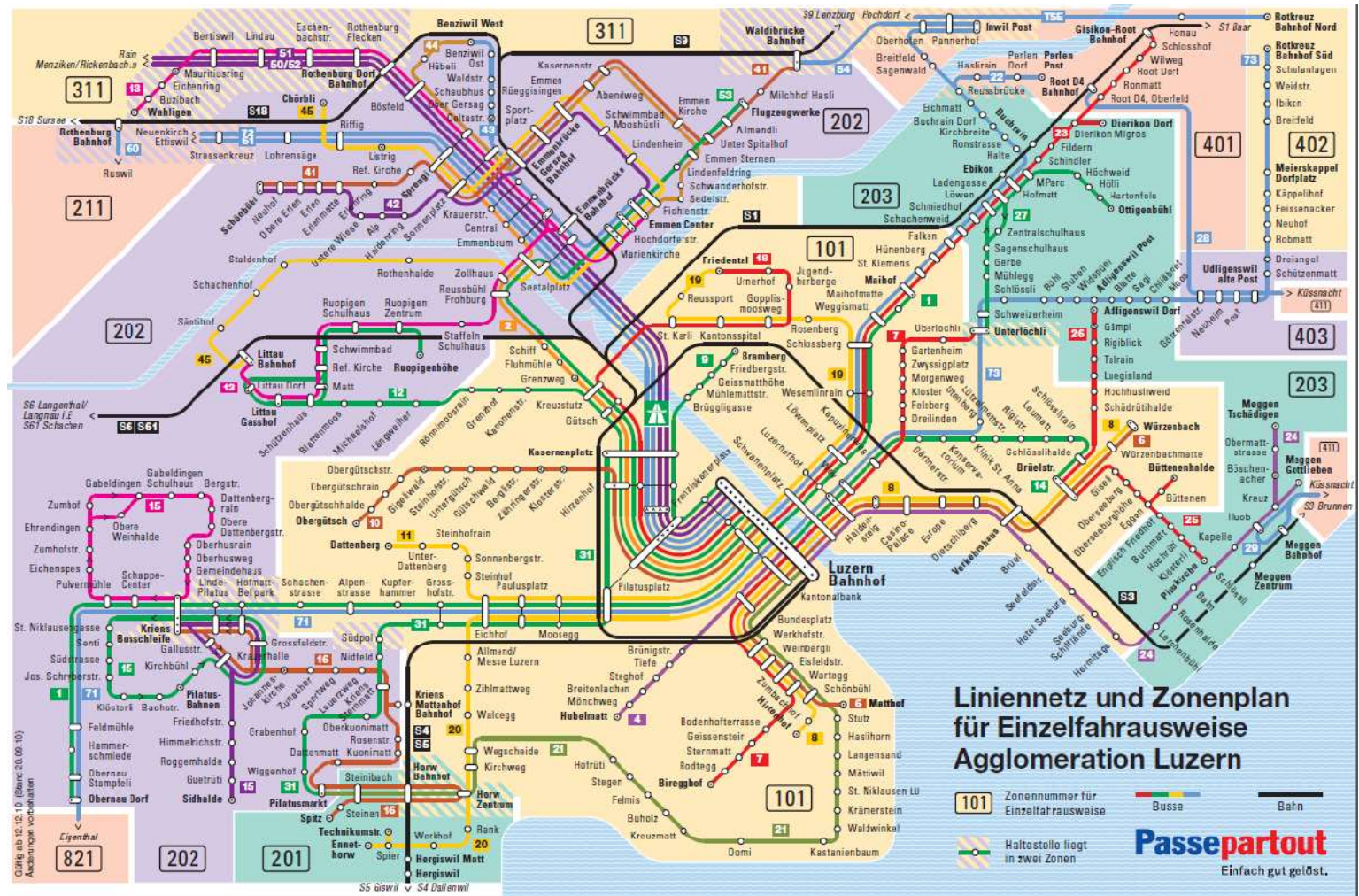


# Depot area and depot operation.



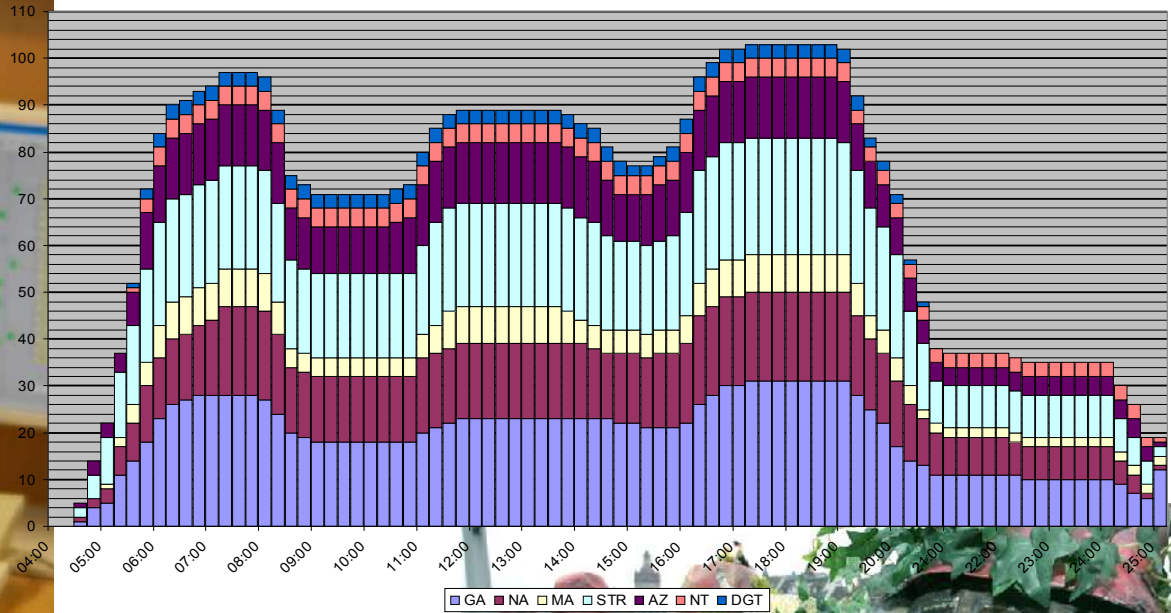


# Control centre.





Einsatz Rollmaterial im Linienbetrieb Mo-Fr (inkl Heggli)



...just keep moving the city.....





...passenger information is getting more and more important for the customers

# Information systems.

- dynamic passenger's information (real time)
- connection information in the bus
- mobile phone schedule / iApp (real time)





# New ticket machines.

**Self point of sale –**

**according to the “Swiss  
standard”**



# Neuralgic points.

**We are drowning in the traffic.**



# Study: «Importance of the public transport in Switzerland»

Amount of achievement: public transport whole Switzerland  
(amount passenger kilometres)

- **16.5 %**

Amount of achievement: public transport agglomeration of Lucerne  
(amount passenger kilometres)

- **25.2 %**



# Study: «Importance of the public transport in Switzerland»

## Average cruising speed: whole Switzerland

- **20.3 km/h**

## Average cruising speed: vbl (whole net)

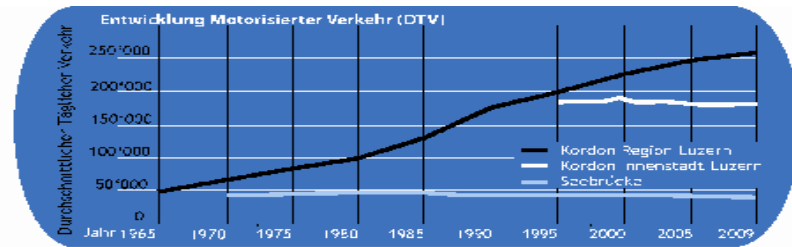
- workdays: **18.8 km/h**
- Saturdays: **19.5 km/h**
- Sundays: **19.9 km/h**

## Average cruising speed: in the city of Lucerne

- rush hour (17:00-18:00h): **13.2 km/h**

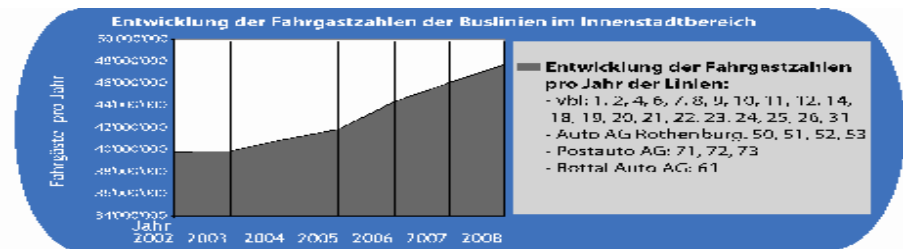
# Development of individual transport in agglomeration of Lucerne.

- continuously more traffic in Lucerne.



# Development of public transport in agglomeration of Lucerne.

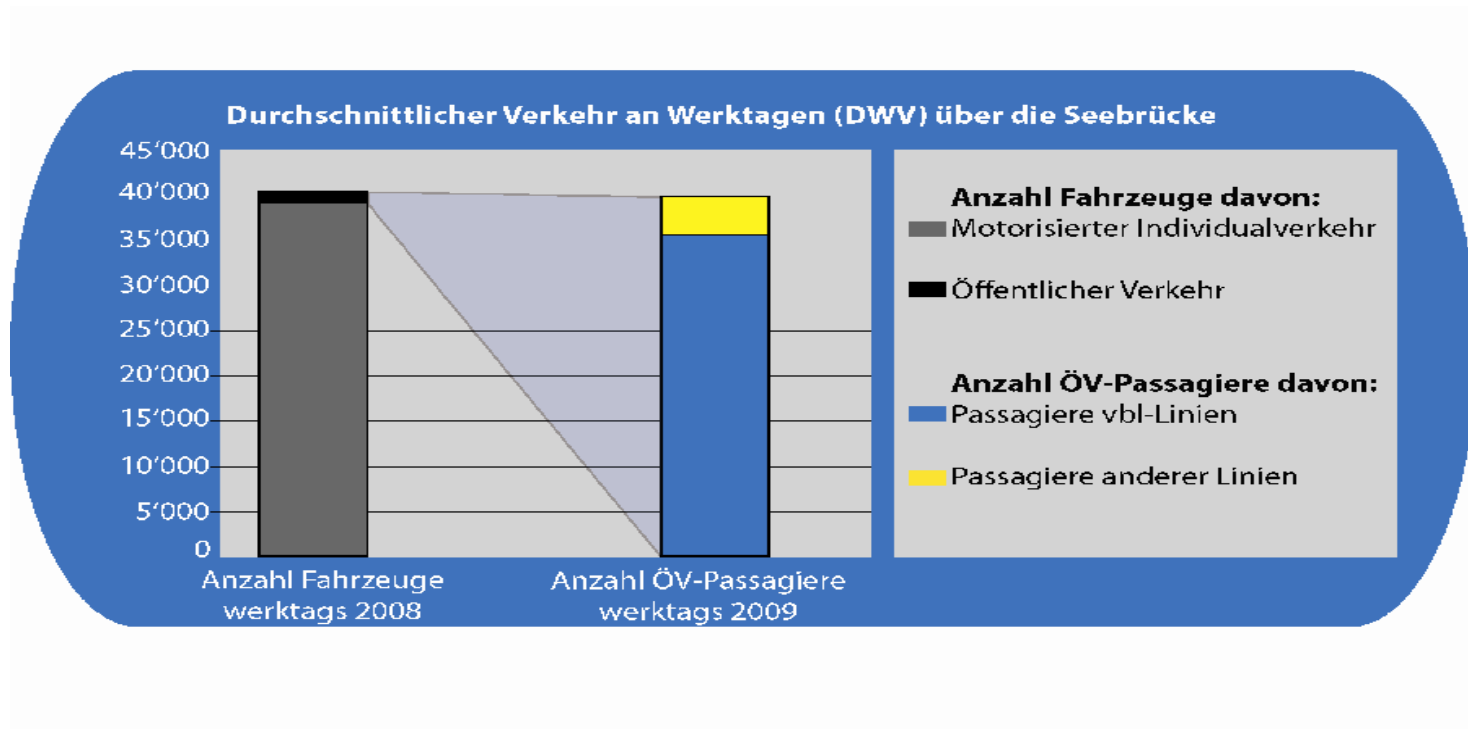
- High increase of number of passengers
- 20 % more passengers between 2003 and 2008





# High transport capacity as measured by space.

- average traffic across the Seebrücke: **41'000** cars every day
- thereof **1'942** buses, which transport **39'700** people



# Still call for action...

## **We gain attention with a report.**

- Release 2007
- «audience»: administrative bodies, townships, media, public in general

### Purpose:

- show the neuralgic spots
- show some solutions
- kick off a discussion

# What have we done?

## Very pragmatic – We...

- examined the whole net.
- photographed all neuralgic spots in the net.
- described some easy solutions for the problems and who is responsible for it.
- did a legislative process by consultation before publication.
- presented the report in September 2007.
- published a «barometer of realization» on our website.  
There you can see, which solutions are transposed.

# The most important claims in the report.

The demands in the report were very concrete.

- Reorganization of the traffic system at the **rail station Lucerne.**
- More and continuous **bus lanes.**
- **bus prioritization.**
- **Bypass Lucerne** □ relief of the public transport axes.
- **Eliminate** the neuralgic spots.
- **No obstruction because of construction areas** □ route diversions.

## The most important claims in the report.

- bus stops must be **handicap-accessible**.
- Minimal standards for bus stops (**light, bench, schedules in shelter**).
- **Park & Ride-** and Bike & Ride-offerings.
- Optional: **Road Pricing** (charges for traffic jams, charges for city trips).

# Conclusion and outlook.

## We have reached some goals...

- Public discussion about the problems.
- Responsibilities were proved – most of the suggested measures are not in responsibility of vbl.
- Good and intense cooperation with other players.
- the report is just a mosaic – although it is worth to implement the suggestions.
- New report is in progress.



Thank you for your attention.