



PASSAGE
Interreg Europe



European Union
European Regional
Development Fund

LOW CARBON TRANSPORT

Germany/Denmark

Fehmarnbelt ticket

In the Fehmarnbelt, local authorities on German and Danish shores are developing a single ticket enabling people to easily use public transportation on each side of the maritime border and to use the ferry to cross the strait, for a very interesting price. Such initiative contributes to direct reduction of emissions in a region where most of people cross the strait with their car, while developing the capacity of people to travel across the border and thus enhancing the sense of belonging to an integrated region among the population of both shores.

www.interregeurope.eu/passage



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INTERVIEW

Horst Wepler, Head of department, Kreis Ostholstein (Germany)

Horst Wepler, you are working for the County of Ostholstein on the implementation of the Fehmarnbelt ticket, which has been selected by PASSAGE project partners as a best practice for low-carbon transport in maritime border regions. Can you please explain in a few words what it is about?

The Fehmarnbelt ticket is a cross-border ticket between Denmark and Germany across the Fehmarn Belt. The ticket was founded in 2012 and is a corporation between 3 transport companies, 2 public transport companies and one private owned transport company.

Can you explain what the main achievements are and how it contributes to decrease carbon emissions in your maritime border region?

Successfully we have built a crossborder corporation between regions, municipalities, public and private transport companies. A main task of a carbon decreasing strategy is to make it useful and easy for passengers to use public transport systems to cross the Fehmarnbelt instead of traveling with their own cars. Before implementing the Fehmarnbelt-Ticket it was very difficult to get tickets. The passengers had to have 3 different tickets.

To make it happen, you have to work closely with your Danish counterparts across the border. What are the main difficulties you have faced/are facing?

Most of the difficulties were to find the right and responsible partners. Especially in the field of public transport, many different organizations are responsible in the two countries. There are also major technical problems, because the tickets, the reading bots and the QR codes are very different. Another problem is the timetables, which often do not take into account cross-border traffic.

Why do you think this is, at the end, a success? What can still be improved?

If the offer is attractive to residents and tourists, it will be a success. We are working on it in the near future. But that is still a long way. We have to be careful to solve the technical problems and the coordination of the timetables.

Do you think a similar cross-border ticketing could be implemented in other maritime border regions? What would you advice to the interested local authorities?

Yes, a transfer of this cross-border ticket might be possible. An accurate analysis of the circumstances must be made. It is important that the objectives to which the inhabitants or the tourists are to travel are attractive and that booking and marketing is easy.