



Free public transport from 1st March 2020

The social icing on the cake of the innovative multimodal transport strategy in Luxembourg

From 1st March 2020, public transport in Luxembourg will be free throughout the country and for all modes of transport - trams, trains and buses. The scheme applies to residents, cross-border commuters and tourists alike.

Deputy Prime Minister François Bausch regards systematic and continuous investment as a *conditio sine qua non* to promote the attractiveness of public transport. The range, punctuality and quality of the services on offer are crucial to motivating people to change their habits and switch from private cars to public transport.

We will only achieve an improvement in precisely these parameters through a multimodal transport concept: www.modu2.lu. Following the planning phase, most projects within this concept are now being implemented: the systematic expansion of capacity in the national rail network, doubling the current number of P+R car parking spaces—especially at the borders so that the 200,000 commuters who come to Luxembourg every day can connect comfortably, real-time passenger information, a complete overhaul of the national network of bus routes and switching the fleet to alternative drive technology by 2030, an increase in the number of charging points for electric cars across the country to 1,600 units by the end of 2020, a cohesive network of cycle routes, the further expansion of regional trams, use of a future third lane on our motorways for car pools and buses... these are all projects that are well advanced and are therefore ingredients in the metaphorical multimodal cake.

“The introduction of free public transport is an important social measure. You could describe it as the social icing on the cake of the global strategy for a multimodal revolution. Apart from this, we want to acknowledge all those people who have already made the choice in favour of public transport,” says François Bausch.

FAQ

How did the scheme come about?

Free public transport for everyone featured in the manifestos of all three parties which formed the new government in October 2018. So the scheme was included in the government programme and is now being implemented.

What were the motives behind the project?

The project is primarily a dual social measure, which on the one hand means more money in the wallets of low earners and on the other hand, the burden is shouldered by those who are better off because it is funded by taxpayers' money.

What additional expenditure will there be for the Government as a result of its loss of revenue?

Currently, the annual revenue from ticket sales in Luxembourg is 41 million euros. That is around 8% of the annual costs, which are over 500 million euros at the moment. So we will no longer have this revenue as of 2020. Considering the money that is being invested in other areas such as infrastructure, this amount is rather minimal and makes it easier for Luxembourg to implement the measure than other countries. The loss of revenue has been taken into account in the national budget and, like all other services, will be financed by taxes.

Does Luxembourg have the means to afford such a scheme better than others because it is a small country?

Luxembourg is certainly more like a large conurbation in terms of its geographical size. That does make the decision-making process for distributing funds simply amongst the people or investing it sensibly a bit easier.

What happens if the country's economic situation deteriorates, will it call the scheme into question?

If the state's financial resources diminish, this would lead to a general discussion about how to spend the budget anyway. But in that case we can assume that investment in mobility won't be cut.

How will the scheme affect cross-border commuters?

With regard to the effects of this scheme on cross-border transport, fares have been reduced after discussions with the neighbouring transport networks SNCB, DB and SNCF. "RegioZone" fares will also be reduced on the RGTR bus network. Therefore, cross-border commuters should also benefit from the new scheme as well as residents.

Why weren't stops and stations in France, Germany and Belgium that are close to the border included in the national fare zone?

Since free travel is limited to Luxembourg's public transport network, the "RegioZone" fare will be payable from the border crossing point from 1st March 2020, even if the border point is only a very short distance away from Luxembourg. But this 'extreme' would always exist regardless of where a (more or less arbitrary) artificial boundary might be drawn. An extension to stops in the border area has been ruled out in principle.

Won't cross-border commuters fill border villages up with their parked cars in order to be able to continue their journeys from there for free?

We will monitor the situation and appraise it after a year, so in March 2021. The local authorities will also take dissuasive measures such as residents' parking spaces. This already happens as prices in Luxembourg have always been very low.

How will a possible increase in passenger numbers be measured?

Passengers are already being counted electronically on a monthly basis on the trams. This is not the case nationwide on the buses or trains at the moment but new rolling stock and vehicles will be digitally equipped to make it possible to count passengers over the next few years.

Snapshots (for instance 08:00 a.m. yesterday compared to 08:00 a.m. today) are unreliable as so many different factors play a role: weather, traffic jams, cancelled trains coming in from abroad, etc.

Annual global monitoring is planned (this is next scheduled for March 2021).

The transport system is already congested, what will happen when even more users come on board?

We anticipate that mobility needs will increase by 20% by 2025. We should be able to cope with this increase by continuously expanding public transport. For example, in December trams will go as far as the central train station, the regional bus network will be completely reformed by 2021 and will be the densest in Europe. All of these improvements will motivate people to switch to public transport.

What duties will train staff have to perform in future if they no longer have to check tickets?

The duties of train attendants and conductors will be adjusted and extended with respect to order and safety on trains, trams and buses to guarantee better service and flow of information.

This will also apply to staff who are involved with sales. Tickets will still be sold at the CFL counters at the central station in Luxembourg City and Esch/Belval. Eight smaller train ticket offices will be closed; two others will be operated by third-party providers. If a counter closes at a station there will still be a member of CFL staff available to give advice to travellers.

Why was 1st class kept on the trains?

The different classes (1st class and 2nd class) on the trains will be kept. The aim is to continue offering the majority of first-class passengers the level of service that they want. First-class travel will continue to be charged and the infrastructure, i.e. the different carriages, will be maintained. This also applies to cross-border tickets & passes.

What will be the fares on trains after 1st March 2020?

National tickets & passes in 1st class

- Short time ticket – 2 hours (1st cl.): **3 €**
- Long time ticket – 1 day (1st cl.): **6 €**
- Monthly pass – short distance (1st cl.): **37,50 €**
- Monthly pass – network (1st cl.): **75 €**
- Annual pass – short distance (1st cl.): **330 €**
- Annual pass – network (1st cl.): **660 €**
- Annual pass – senior citizen card (≥ 60 years) – network (1st cl.): **200 €**

Further information under <https://www.mobiliteit.lu/en/tickets/national-tickets>

Cross-border tickets & passes

- Short time ticket – 2 hours – RegioZone 1: **3 €**
- Short time ticket – 2 hours – RegioZone 2: **5 €**
- Long time ticket – 1 day – RegioZone 1: **5 €**
- Long time ticket – 1 day – RegioZone 2: **9 €**
- Monthly pass – RegioZone 1: **40€**
- Monthly pass – RegioZone 2: **85€**
- Annual pass – RegioZone 1: **360€**
- Annual pass – RegioZone 2: **750€**

Further information under <https://www.mobiliteit.lu/en/tickets/cross-border-tickets>

How will respect for the rolling stock and vehicles (buses, trains and trams) be ensured if transport is free?

The Ministry of Mobility and Public Works has reviewed the legislation for the appropriate behaviour of users on public transport and adapted it (terms and conditions, penalties, etc.). The rules concerning order and safety on public transport serve, in particular, to ban unlawful users from accessing or using public transport in order to counteract abuse. Every passenger must be able to produce a valid personal ID card or passport and may be banned from public transport at any time. Tougher sanctions in the event of abuse and the deployment of police officers on public transport are also being considered.

What will happen to the ticket machines?

The ticket machines / ticket stamping machines will remain at the train stations and what they offer will be expanded. The machines that have been installed on the tram route will be dismantled after the middle of March.

What will an “mKaat” be used for after 1st March 2020?

It will still be possible to pay for first-class tickets and train and bus journeys in the border area using an “mKaat”. There will also be other transport services such as access to the P+R parking in Esch/Belval and all of the other future P+R car parking facilities, “mBox” (secure bicycle boxes) and “Chargy” charging points for electric cars. Furthermore, “mKaat” will also be used for the “Flex car sharing service” from CFL and the “Vël’OK” bike hire scheme in the south of the country.

Will unused tickets/passes be refunded?

No, there are no plans to refund unused tickets/passes.

Can I see more information on any web site?

Yes, you can find more information under:

- [#freemobility](#)
- [TRANSPORT Portal](#)