



## Sustainable Transport and Tourism along the Danube [www.transdanube.eu](http://www.transdanube.eu)

### WP3: TRANSPORT & TOURISM SYSTEM ANALYSIS STATUS-QUO / STATE OF THE ART DANUBE OFFICE ULM/NEU-ULM, GERMANY EXECUTIVE SUMMARY



Action 3.2.

Responsible partner:  
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## EXECUTIVE SUMMARY

The report on the regional status quo/state of the art gives a detailed insight into the current situation in the areas of transport and tourism in the region of Baden-Württemberg and Bavaria along the Danube. The analysis looks into the existing transport systems such as train connections between cities and regions, tourism in the region as well as information systems and it describes the relevant legal and organizational frameworks.

With its focus on tourism hotspots along the German part of the Danube, the report concentrates on the cities of **Ulm** and **Neu-Ulm**, **Donaueschingen**, **Günzburg**, **Regensburg** and **Passau** as well as the surrounding regions such as the **county of Günzburg** and the **Alb-Donau county**. These are identified as the most attractive destinations for tourists visiting the German part of the Danube and are therefore analyzed for their touristic offers as well as accessibility with sustainable means of transport such as train, bus, bike or ship.



Some 9.4 million inhabitants live in the defined area, making up 11.6% of the population in the entire Danube Basin. The most important settlements and industry centers are located around the bigger cities, especially automobile, electric and chemical industries. Approximately 58% of the land in the German Danube region is used for agricultural activities. Within the selected project area there are two major protected areas at the Danube, both located in Baden-Württemberg: the **Upper Danube Nature Park** (Naturpark Obere Donau) and the **UNESCO Biosphere reserve Swabian Alb** (Biosphärengebiet Schwäbische Alb). The entire Danube in Baden-Württemberg as well as most parts of the Danube in Bavaria are reported for Natura 2000.

### TRANSPORT SYSTEM

The defined region in general profits from its very good accessibility. Access by car and public transport to the region from the large neighbouring international transport hubs of Zurich, Frankfurt, Stuttgart, Munich, Nuremberg and Vienna and the airports situated in these cities is fast, frequent and often direct thanks to the road and rail network. This is particularly true of the long-distance rail networks in the entire Danube corridor from Donaueschingen to Tuttlingen, Ulm, Donauwörth, Ingolstadt, Regensburg and Passau. All places along the entire Danube corridor are very accessible, connected as they are by local train and bus services that run every hour or two hours.

### Train services

A number of cities in the region have direct connections with nearby airports and major European international rail hubs providing high-quality long-distance train services.

Selected direct **long-distance rail** links from towns situated along the Danube corridor:

From: to	Donau - eschin gen	Tuttlin gen	Ulm	Günz- burg	Donau - wörth	Ingol- stadt	Regens- burg	Platt- ling	Passau
Amsterdam			✓	✓	✓				
Berlin			✓	✓	✓	✓	✓	✓	✓
Budapest			✓						
Dortmund	✓		✓	✓		✓	✓	✓	✓
Frankfurt		✓	✓	✓			✓	✓	✓
Hamburg	✓		✓			✓	✓		✓
Munich			✓	✓	✓	✓			
Paris			✓						
Salzburg			✓	✓					
Strasbourg			✓						
Stuttgart		✓	✓	✓					
Vienna			✓				✓	✓	✓
Zurich		✓	✓						

The federal states are responsible for providing **local passenger rail** transport in Germany. Various transport companies provide these local transport services as part of the so-called “integrated regularised scheduling system” in line with standard criteria and integrated timetabling. If possible, bus timetables link up with rail timetables.

### Coach services

Since 1<sup>st</sup> January 2013 numerous **long-haul coach services** connect many German cities and tourist destinations with one another. There are also long-haul international coach routes between Germany and some Eastern European countries.

In the Danube corridor there are a large number of **regional coach services** connecting the railway to tourist areas, towns and leisure amenities outside the area. Transport authorities and transport companies have joined forces to form transport area networks in order to establish standardised fares and timetables. Passengers can use a single ticket to access all forms of public transport (bus and rail) within a designated area.

### Cycling

The situation in Baden-Württemberg and Bavaria for cyclists is already relatively good; nevertheless the state of Baden-Württemberg has set itself the goal of expanding its provision of cycling infrastructure. So far there exist 17 designated and signposted, long-distance cycle paths which are also suitable for cycle tourism. The most important one is the “Deutsche Donau” from Donaueschingen to the German border at Passau which forms the German part of the EuroVelo6 (EV6) route. There is also a rail network running parallel to the Danube and the EV6 which is very convenient for tourists since all local trains along the Danube corridor carry bikes.

### Danube shipping and cruises

The Danube in Germany only becomes an international waterway at Kelheim. There are river cruises on the section between Regensburg and Passau. Passau is the start and endpoint for Danube cruises downriver to cities and landscapes of the Danube countries – including Vienna, Bratislava, Budapest, Belgrade and the river delta at the Black Sea.

### INFORMATION SYSTEMS

Information on public transport, timetables etc. in the project area can best be obtained via the websites of the respective stakeholders such as the German railway ([www.bahn.de](http://www.bahn.de)) or the various transport area networks:

Network area name		Website	Rail integration
Verkehrsverbund Schwarzwald-Baar (VSB)	VSB	<a href="http://www.v-s-b.de">www.v-s-b.de</a>	Yes
Verkehrsverbund Tuttlingen	TUTICKET	<a href="http://www.tuticket.de">www.tuticket.de</a>	Yes
Verkehrsverbund Neckar-Alb-Donau	Naldo	<a href="http://www.naldo.de">www.naldo.de</a>	Yes
Donau-Iller-Nahverkehrsverbund	DING	<a href="http://www.ding.eu">www.ding.eu</a>	Yes
Verkehrsverbund Mittelschwaben	VVM	<a href="http://www.vvm-online.de">www.vvm-online.de</a>	No
Verkehrsgemeinschaft Donau-Ries	VDR	<a href="http://www.vdr-bus.de">www.vdr-bus.de</a>	No
Ingolstädter Verkehrsgesellschaft	ING	<a href="http://www.invg.de">www.invg.de</a>	No
Regensburger Verkehrsverbund	RVV	<a href="http://www.vvr.de">www.vvr.de</a>	Yes
Verkehrsgemeinschaft Landkreis Passau	VLP	<a href="http://www.vlp-passau.de">www.vlp-passau.de</a>	Yes

Information regarding all aspects of tourism can best be acquired from the key stakeholders in the defined focus area which are the tourism boards of Alb-Donau-Kreis, Donaueschingen, Ulm/Neu-Ulm, Günzburg, Regensburg and Passau. Currently information for tourists intending to travel to the Danube region can best be obtained from their web portals. The six main tourism webportals are:

- Alb-Donau-Kreis: <http://www.tourismus.alb-donau-kreis.de/>
- Donaueschingen: <http://www.donaueschingen.de/de/Kultur+Tourismus>
- Ulm/Neu-Ulm: <http://www.tourismus.ulm.de>
- Landkreis Günzburg: <http://www.familien-und-kinderregion.de/>
- Regensburg: <http://www.stadtmarketing-regensburg.de/>
- Passau: <http://www.tourismus.passau.de>

They offer a variety of information on tourism aspects each in their specific region. The information offered on each of the websites is available in at least two languages i.e. German and English but most of them also in French.

### TOURISM SECTOR (DESTINATIONS, INDUSTRY, DEMAND, ETC.)

The selected cities in this report offer various touristic attractions:

#### Donaueschingen

Donaueschingen and its surroundings are known for being home to the source of the Danube. As the EV6 route starts here, Donaueschingen can be a starting or end point for cycle tourists travelling along the EV6, but also for other tourists travelling along the Danube it can be of interest to see where it originates. Furthermore the city of Donaueschingen also has other tourism sights to offer and with the surrounding Schwarzwald (black forest) it is in general an attractive area for outdoor activities.

### **Ulm and Neu-Ulm**

The two cities of Ulm and Neu-Ulm are both situated directly at the banks of the Danube. Ulm is famous for its minster (Ulmer Münster) which is the tallest church in the world with its tower of 161.53 meters. During the summer months there are a couple of cultural events well worth visiting for tourists as well as locals. The most important one is the International Danube Festival which is celebrated every two years during ten days in the cities of Ulm and Neu-Ulm. During the festival, visitors have the opportunity to get to know authentic Danubian culture with music, dance, literature, handicrafts and cuisine from all the Danube countries.

### **Günzburg**

The county of Günzburg (Landkreis Günzburg) belongs to the neighboring counties of Ulm and Neu-Ulm and has a major tourism hotspot to offer: Legoland Germany which is very popular among families. Besides, the EV6 route also goes through Günzburg county which makes it attractive for cycle tourists as well.

### **Regensburg**

Regensburg is one of the bigger German cities on the Bavarian Danube and is famous for its medieval city center which is a UNESCO World Heritage Site. It is also one of the two major ports for ship transport on the German part of the Danube.

### **Passau**

Like Regensburg, Passau also offers ship transport on the Danube. Through the Rhine-Main-Danube Channel ships can go from Rotterdam up to the Black Sea. With nearly 440.000 visitors (2011) Passau has an important role as a tourism hotspot along the Danube.

## **RELEVANT FRAMEWORK CONDITIONS (ORGANIZATIONAL, LEGAL, FINANCIAL)**

The development of transport or mobility as well as tourism is embedded in a framework of various plans and strategies from the federal as well as state level in Germany.

On the **federal level** regional planning is regulated by law in the form of the **“Raumordnungsgesetz” (ROG)** and there is a **federal transport infrastructure plan** (Bundesverkehrswegeplan - BVWP) which forms the basis for the development and expansion of federal transport infrastructure (rail, road, federal waterways).

In addition to these, the states of Baden-Württemberg and Bavaria have their own development plans and strategies for transport and mobility issues as well as for tourism. These include:

- State development plan for Baden-Württemberg 2002 (LEP BW)
- Transport masterplan: Baden-Württemberg 2010 (GVP BW 2010)
- State development plan for Bavaria
- Transport master plan: Bavaria 2002 (GVP BY 2002)

**Regional plans** exist for the following planning regions in the Danube corridor: Schwarzwald-Baar-Heuberg, Lake Constance-Oberschwaben, Donau-Iller, Augsburg, Ingolstadt, Regensburg, Donau-Wald.

Considering **tourism**, the state development plans (Landesentwicklungsplan (LEP) Baden-Württemberg 2002, LEP Bayern 2006) set binding guidelines for development in the regions and municipalities. Further tourism

plans on a more regional level were created by Tourism Board Baden-Württemberg (“Tourismuskonzept”) as well as by the Bavarian state government (“Tourismuspolitisches Konzept der Landesregierung”).

## Conclusions

In summary the defined project region along the German parts of the Danube is internationally well accessible. Tourists as well as other travelers can get into the project area using high quality trains from the neighboring airports or international railway hubs. Often these direct train connections operate hourly, but at least once a day via the rail hubs of **Donaueschingen, Tuttlingen, Ulm, Donauwörth, Ingolstadt, Regensburg and Passau**. In general it can be noted that there are a variety of connections to the long-distance as well as regional railway network within the entire German Danube region.

Despite the good situation there are a few weaknesses concerning the accessibility of smaller towns and municipalities. In the frame of the project, attention should therefore be paid on improving the accessibility of these towns and to additionally focus on establishing an optimal combination with other means of public transport such as buses according to the principle of an integrated regularized scheduling system. Additionally the railway system should be expanded in the sense that hourly train services should be guaranteed within the entire Danube corridor. The Bavarian Danube valley train (“Bayerische Donautalbahn”) which operates between Ulm, Regensburg and Passau can be used as a best practice model.

Another weakness within the project region is long-distance bus connections. There exist for example no bus connections between Ulm and Passau. On a regional level however, numerous bus lines exist which connect those towns as well as tourism centers or areas off the main Danube corridor with the rail hubs. Yet, the schedules focus on the needs of students rather than tourists.

The situation of bicycle traffic within the defined project region is very good. Still, the state government of Baden-Württemberg has set itself the goal of further improving the bicycle infrastructure. Additionally there is quite some potential concerning the development of bike rental systems along the Danube corridor.

With tourist attractions and cultural highlights such as the Legoland in Günzburg, the International Danube Festival in Ulm, but also the well-known UNESCO World Heritage old town of the city of Regensburg, the defined project region has a lot to offer for tourists. Nevertheless it should be a focus within the project to also concentrate on smaller towns or regions off the major touristic hot-spots and to work out their specific features and offers for tourists. This should be done also with the background of sustainable tourism consisting of more than just getting to a destination and around by using sustainable means of transport. It is important to also focus on de-centralizing and decelerating tourism so that there are not just a few overcrowded touristic centers but that the entire Danube region profits from the effects of sustainable tourism.