

bewegt!

Dresdner Verkehrsbetriebe AG customer magazine

2/2019



The new trams are coming

Wir bewegen Dresden.

 **DVB**
DRESDNER VERKEHRSBETRIEBE AG

GANZ NAH DRAN!

15. SEPTEMBER
8-17 UHR

ZOO TAG

» Erfahre mehr zum
Kleinen Panda am
Aktionsstand der
Zooscouts!

» Erlebe mehr als 20 Tier-
pflөгertreffpunkte und
spannende Fütterungen!

» Schau hinter die Kulissen
der Futtermeisterei!

» Besuche unsere Forscher-
Entdecker-Wiese!

» Entdecke die Fahrzeuge
der Zoogärtner!

FRÜHAUFSTEHER AUFGEPASST!

Von 8 bis 9 Uhr könnt Ihr im Vogelhaus
den Tierpflegern bei der Zubereitung
des Futters über die Schulter schauen.

ZOO  **DRESDEN**
zoo-dresden.de



bewegt!
2/2019

Dear reader,

It's no longer a secret: Bombardier Transportation will be manufacturing our new light-rail trams. They prevailed against the other strong competitors which took part in the tendering process. Coming to the decision demanded a great deal of perseverance and intensive cooperation from the project managers. We are now looking forward to adding new, innovative light-rail trams to our fleet.

In this issue of our customer magazine, you will find all the details of the new trams and their manufacturer, Bombardier Transportation. We will also again be answering the questions you have on your mind, going "Down the line" with you on Route 9 from Kaditz to Prohlis and giving away events tickets and books.

We hope you have a great read, and enjoy plenty of great trips by bus and rail.

Andreas Hemmersbach
Director of Finances
and Technology

Lars Seiffert
Director of Operations
and Human Resources

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Available online
in German and
English at www.dvb.de/bewegt.

What moves you?

You ask.
We answer.



Got a question you always wanted to ask about the DVB? This is where we answer those you have sent in over the last few weeks in letters, e-mails, by phone or on our Facebook page. Maybe one of the following issues has “moved” you, too?



Can I take someone else with me on my Jobticket during the week?

➔ From Monday to Friday, 6 a.m. to 6 p.m., the Jobticket is only valid for you, the holder (on presentation of ID). In other words, during that period it is not transferable and cannot be used by another person. At all other times, you enjoy the same advantages as with “normal” season tickets. This includes being able to travel with one other adult and up to four schoolchildren (under the age of 15). This can be done from 6 p.m. on weekdays, or all day on weekends and public holidays. This rule does not apply to the concessionary Jobticket for trainees.

I forgot to take my change from the ticket machine. Is there any way of getting my money back?

➔ If the forgotten change is in notes, please contact our customer service on +49 (0)351 857-1011. Whereas returned coins drop into the output tray along with your ticket, banknotes are issued via the banknote slot. If the money is not withdrawn within 30 seconds, it will be withdrawn by default. The machine logs this process, so the case can be checked.



Where and how should I safely put my pram or pushchair in the tram or bus?

➔ In all vehicles there are standing areas intended for wheelchair users and parents with prams. Markings on the vehicle doors indicate where these are from the outside. If there are no other prams in the vehicle when you board it, please stand your pram so that your child's feet face in the direction of travel. This stops your child from bumping their head if the vehicle does an emergency stop. If your child is in a pushchair, please place it with the backrest in the direction of travel. Please stay near your child during the trip. This means that in an emergency, such as unexpected braking, you can step in and stop the pram from overturning.

Is it true that I should inform the driver if I fall over in the tram or bus?

➔ In road traffic, it may be necessary for the tram or bus driver to react in a tricky situation by carrying out an emergency stop or other manoeuvre. It may be the case that a passenger falls over and is injured. In such cases, please report to our driver. Firstly, he can call for medical aid; secondly, he can make note of the event in his files, or save the video recording.



How to contact us

Dresdner Verkehrsbetriebe AG
 DVB AG
service@dvbag.de
 Trachenberger Straße 40
 01129 Dresden

New trams for Dresden

A growing number of passengers, increasing traffic volume and constantly changing demands in terms of mobility – Dresden's local public transport is facing major challenges. We talked to the DVB's managing directors Andreas Hemmersbach and Lars Seiffert about the new trams and the people of Dresden's mobility.

Why are new trams needed in Dresden?

Andreas Hemmersbach (AH): Dresden is growing – and with it the number of local public transport users. Even now, more than 600,000 passengers already travel by public transport every working day, and demand continues to rocket. We can only deal with this increasing demand if we invest in an active growth strategy and rapidly procure modern trams with more space.

Do the people of Dresden have different demands in terms of mobility compared with 20 years ago?

Lars Seiffert (LS): Mobility is moving with the times. Today it is influenced by the fast pace of life, and by digitisation. Our passengers not only want to get from A to B simply and easily, but also want to be well informed and connected.

Customer information and services, offered via various media channels, are thus playing an increasingly important role. Over the years, expectations have also changed in terms of our vehicle comfort. As well as air conditioning, people want Wi-Fi and more space. In particular, it seems that the aisles are perceived as too narrow, and there is no longer enough space for people with prams, bikes, wheelchairs and walking frames.

How are the new trams being financed and how much do they cost?

AH: Altogether, we are investing 150 million euros in building and then maintaining the 30 new trams. 75 per cent of that sum will come from funding.

Will the drivers' workplace also be improved in the new trams?

LS: Yes, definitely. One key way in which it will make the drivers' job easier is that they will be able to control various functions, such as the air conditioning. In future, the tram will be operated via a touch-screen terminal. The ergonomics and comfort of the driver's seat will also be improved. Currently, drivers are testing different models and deciding which seat to fit into the new light-rail trams.



What do you think the future of mobility looks like in Dresden?

AH: The trend towards people living in the city will continue, and the best way for people to get to their destinations even more effectively will be local public transport. But public transport of the future will be more than just trams and buses. Sustainable, multimodal, flexible mobility will be a big topic. We want to offer the people of Dresden various mobility options at central points, so that they can choose between a whole range of



suitable modes of transport for the particular journey they wish to make. To do so, we will be linking trams and buses to car and bike sharing, and individual electromobility. We are bringing together this range of offerings under the MOBI brand. Over the next few years, we will be setting up a total of 76 MOBI points where passengers can conveniently change from one mode to another.

LS: Local public transport has a rosy future, as more and more people in Dresden are looking for environmentally friendly means of getting around. We are focussing on their expectations in terms of sustainable urban



mobility. We face the challenge of designing Dresden's growing range of mobility options to be as compatible as possible with the city and the environment. When it comes down to it, we want to keep our high quality of life. Even now, our corporate policy is already based on the principle of sustainability; for example, we are investing in renewable energy sources by using photovoltaics, or adding greenery to our tracks and depots as a positive contribution to the microclimate, flood protection and urban design.



Focusing on customers' wishes

Your opinion matters to us – including your thoughts on the new trams. When compiling the technical requirements catalogue, listing what we require of the vehicle manufacturers, we also included your wishes, as passengers.

What we asked

In the current trams, we asked you how satisfied you were with the features, comfort and feel-good factors such as cleanliness and lighting. We used the points brought up, both positive and negative, as an opportunity to examine the requirements in greater depth in a group discussion with other passengers, and come up with possible solutions. We also engaged in a dialogue with passengers with restricted mobility, to ensure that the needs of people with physical disabilities are taken into account in the new trams.

What you want

Our evaluation of the survey results showed that most of our passengers' needs are similar, whatever your age. You prioritise cleanliness, safety and information during your journey. In terms of features, you would like a space that is modern, comfortable and above all flexible. Passengers with restricted mobility would like to be able to use the new trams without any help from other people.



“This open dialogue has enabled us to incorporate various customer wishes into the technical requirements catalogue.”

Martin Gawalek,
head of the Centre for Transport
Management and Marketing.

What we are doing

In the next generation of light-rail trams, we are significantly improving the features, comfort and available space. This is made possible by building a wider tram. To do so, we are extending the body of the tram from its previous 2.30 metres to 2.65 metres. This does not require the tram stops to be modified, as the trams are only wider above the platform edge.



Information

In the tram, we will provide information via screens, signs and announcements. The display monitors are particularly popular with you, mainly to confirm that you have pressed the button for a request stop, and to provide information about connections. In the new trams, we will be increasing the number of monitors so that the displays are clearly visible from more seats.

Design

Large windows and a bright atmosphere are important for your well-being. In the new trams, there will be panoramic windows and ambient LED lighting. This modern lighting makes it possible to adjust the brightness to suit the time of day, or modify the colour of the light to suit the atmosphere in the city. One feature which we will definitely be retaining in future is the black and yellow colour scheme.

Comfort

You frequently expressed a wish for the passenger compartment to be more efficiently ventilated. We will be putting that information into practice in the new trams. In future, air conditioning will keep the temperature plea-

sant on hot summer days. Charging sockets for mobile devices and Wi-Fi will provide additional comfort for longer trips in the new trams.

Seats

The current trams are praised for the comfort of their seating, but there are complaints of a lack of legroom, especially when two tall passengers are sitting directly opposite one another. Making the trams wider means we will also be able to redesign the interior and plan for more space between the seats. In addition, there will be two full-sized seats on either side of the aisle, raising the number of seats.

Available space

At peak times, the vehicles can become cramped, with the aisles turning into a bottleneck for passengers with luggage. Widening the trams gives us valuable space for more commodious aisles and more standing room. In future, each tram will hold roughly 290 passengers. Wider doors will also make it less stressful to get on and off than it is today.

Multi-functional areas

In the multi-functional areas, passengers with wheelchairs and pushchairs are especially keen to have more space and more grab poles. They would also like a clearer indication of which areas are intended for wheelchairs and bicycles. In the new trams, we are optimising the space in the two multi-purpose areas and can thus offer four wheelchair spaces and additional handrails. It will be possible to see from the outside where passengers with wheelchairs, prams and bicycles can board.

Accessible transport

Our aim is to make travelling on our trams as accessible as possible. Passengers with reduced mobility want to travel independently and flexibly. Public transport is often the only way for them to travel long distances and thus participate in society. The LSKS (Saxon Self-Help Association for the Physically Disabled) fights for accessible transport for wheelchair and mobility walker users, people with learning difficulties, and blind or deaf passengers. For 25 years, we have worked



closely with the association to enable all passengers to use our transport services.

Local public transport for all

When planning our new trams, we took into account the LSKS's requirements regarding accessible transport. For people with restricted mobility, it is currently difficult to board trams when there are a lot of passengers and in wet weather. In our new vehicles, we are thus widening the ramp, giving entry slopes a non-slip surface and making sure that passengers can travel safely thanks to attachment points and additional grab rails. To provide accessible travel information, we are making sure that passengers get a better view of the monitors from the wheelchair platforms. The new light-rail trams will still feature the BLIS information system for blind people.

Modern technology

A new tram is something like a new car: drivers need practice and the workshop require appropriate expertise. There will be corresponding training courses to make our drivers and workshop staff familiar with the

enabling them to control various vehicle functions. By digitising the vehicle controls, we are increasing their operational safety, improving traffic safety and providing a means of troubleshooting when something breaks down.

The final touches

Technical requirements and customers' wishes were both taken into account when planning the new trams. As the production process is a highly complex combination of different components and manufacturing technologies, the final design of the new trams, such as the seat upholstery, has not yet been fully determined. For that reason, a true-to-scale 1:1 mock-up is being made as a three-dimensional illustration of the design. This is the ideal way to judge exactly how everything will come together. In 2020, we will be inviting you to see this mock-up so that you can get to know the new light-rail tram before it comes into service.

trams. We have planned some technological updates, such as replacing the outside mirrors with cameras, offering a better view of the platform and the passengers boarding and alighting. A touch-screen terminal is also being installed in the driver's cockpit to provide the drivers with information and





From the idea to the decision

The fleet is set to grow, but new trams are not something you buy every day. Whereas buses can be ordered and used in just a short time, the process is far more time-consuming with trams. To this end, a project team was put together to prepare for and plan the tram procurement, and carry out the multi-stage contract awarding process.

The tender process begins – the announcement

What do we need? What should the new trams look like? What do they have to be capable of? To answer these questions and plan the bid invitation, the first step was to explore the latest innovations on the rail vehicle market and work out the technological and formal requirements. In March 2017, we launched the tender procedure by publishing a notice in the Official Journal of the European Union. That notice roughly described the task: building trams which have to fulfil certain technical criteria. In total, we received nine international applications from different manufacturers in Europe and Asia.

Things get interesting – the key bids

Having evaluated the proposals, we were able to accept seven tenderers for the subsequent award procedure. We provided



a more detailed description in the “technical specification” and asked the manufacturers for more specific bids. We checked the bids which then came in strictly, according to the same objective evaluation criteria, such as the technical concept and whether they fulfilled the requirements for ERDF funding.

Requirements and options – the negotiation stage

Three manufacturers impressed us with their expertise, and we entered into the “hot” negotiation stage with them. This involved going into specific details and negotiating on the technology, costs and design – always treating the three tenderers equally. The most difficult technical requirements included complying with clearance specifications when passing tram stops, and managing the mass to ensure that the trams can be driven over bridges.

Things get serious – the final selection

By April 2019, it had finally got to the stage where we were expecting the tenderers’ final offers. We selected which manufacturer would be awarded the contract for the new trams based on a points system, allocating points in the categories of technology,

pricing, subsequent maintenance and design. The bid with the most points was awarded the contract.



” Tram construction in Dresden is like in Formula 1: every gram counts.”

Alf Schwaten,
head of the Supply and Materials
Management Centre

Good to know

The European Regional Development Fund (ERDF) supports innovations, projects to reduce CO2 emissions and sustainable urban development. The aspects which make the new trams fundable are:

- ✓ light-weight design
- ✓ higher passenger capacity
- ✓ innovative drive technology
- ✓ safety (e.g. compliance with the new crash safety standards) and
- ✓ improved equipment (e.g. air conditioning and comfort).





Still on the drawing board – soon on the rails

The first low-floor articulated trams (Niederflurgelenktriebwagen, NGTs) arrived in Dresden in 1995: we began using customer-friendly vehicles early on. Now, after twenty years, the first generation are starting to show their age. But buying new trams is not just a technological necessity: it is also an opportunity to adapt our trams to today's changing needs in terms of mobility.



“It is also important to us as a company that the trams can be repaired easily, quickly and cheaply.”

Holger Seifert,
head of the Rail Vehicles Centre

Going by the book – the requirements

The new trams must comply with all legal requirements and applicable technical conditions, and meet current demands. This includes meeting all the standards for fire safety, crash safety and door size. As the new trams need to be adapted to the existing network, parameters such as the track gauge, the vehicle length and the nominal voltage of the overhead contact wires are non-negotiable. It is also important that we satisfy current ecological and economic requirements, such as ensuring that the trams run quietly and in an energy-efficient manner.

At your service – the newcomers go into operation

In the long term, the trams will be in use throughout our network. The tracks in either direction will need a centre-to-centre distance of three metres to accommodate the wider car bodies. That has been implemented on about two thirds of our network. The operation is planned first on the lines 2 and 3.

By October 2023, all the new trams should already be in operation. Until then, we still have a lot to do. The year after next, we are expecting the first new vehicle to be delivered. When it arrives, we will be testing it for six months in line with the German LRV Construction and Operation Regulations (BOStrab):

- ✓ adjusting the brakes and carrying out necessary brake tests
- ✓ checking all displays and functions
- ✓ testing the doors
- ✓ testing handling in the network
- ✓ approving first vehicle for use

Smooth operations – maintenance and service

In line with BOStrab, to make sure that Dresden's trams always run in accordance with regulations and, above all, safely, they are examined in our depots at regular intervals based on a plan set out by the manufacturer. This ranges from a check every six weeks to a general inspection every eight years.

To make sure that we can carry out the maintenance smoothly, we already included a contract for maintenance work in the bid invitation. This means that the manufacturer will be providing spare parts in the long term, and maintenance for a period of 24 years. In practice, this means that we will maintain the trams ourselves in our workshops, and Bombardier will provide us with the spare parts. If, for example, the plan indicates that a material needs to be replaced after twelve months, we will already receive it after eleven months.



Light-rail tram on the lifting platform in the Gorbitz engineering workshop

Our long-time partner – Bombardier Trans- portation

The rail vehicle manufacturer Bombardier Transportation is the company that will be building our new trams. Founded in 1974, Bombardier Transportation develops and produces rail vehicles for local and long-distance services at 63 production sites in 27 countries. The company belongs to the Canadian company Bombardier, which is one of the world's largest manufacturers of means of transport.

Innovative trams, made in Germany

Bombardier Transportation's portfolio includes the development, project management and construction of trains, trams, light rail vehicles, locomotives, bogies, and propulsion and control technology. The product

range includes trams from the FLEXTY family, which also includes Dresden's low-floor articulated trams as of 1998. To this day, the successors of our low-floor articulated vehicles are in service around the world: in Germany (e.g. in Leipzig, Berlin and Frankfurt), and internationally in Vienna, Melbourne, Krakau and Toronto.



FLEXTY Berlin © Bombardier



Bombardier works in Bautzen

Bombardier's sites – tradition-steeped factories

Bombardier Transportation is committed to ensuring that German sites play a leading role in developing and producing rail transport technologies. In Germany, the vehicles are not just built for the local market: more than 60 percent of all products are exported all over the world. Bombardier's German sites are located in Bautzen, Görlitz, Hennigsdorf, Brunswick, Kassel, Siegen and Mannheim. The company headquarters are in Berlin.

One of the production sites with a long history is the plant in Bautzen. It produces trains for local and long-distance services, and has established a position over the

years as a competence centre for the production of trams and light rail vehicles. We go back a long way together, as many Dresden trams were manufactured in the Bautzen plant: the legendary "Grosser Hecht" ("Big Pike") from the 1930s or our current low-floor trams from the 1990s onwards.

” It will be a great pleasure to us to continue the long-standing, successful partnership we have developed and put our many years of experience into the next generation of vehicles.”

Bombardier Transportation

For subscribers only

The furniture of the State Apartments – win tickets for the exhibition at Dresden’s Royal Palace



© SKD, Elke Estel/Hans-Peter Klut



© mic-viS.de, Studio für Visualisierung Berlin/SIB D1

To mark the wedding between his son Friedrich August II and Maria Josepha of Habsburg (the Archduchess of Austria and daughter of Emperor Joseph I), in September 1719 Augustus the Strong had Dresden’s Royal Palace renovated, repairing the severe damage from a fire in 1701. One of the integral elements of its reconstruction involved refurbishing a grand suite of Baroque state apartments in the west wing. For the exhibition “The State Apartments in Dresden’s Residenzschloss”, organised by Staatliche Kunstsammlungen Dresden, the rooms were restored to the way they would have looked in Augustan times. The exhibition is open every day except Tuesdays from 10 a.m. to 6 p.m.



How to win your tickets

Simply register online at www.dvb.de/parade or by post, labelled “Parade”, and keep your fingers crossed! The registration deadline is **16 September 2019**. We will inform the winners in person.

Directions

Dresdner Residenzschloss

 1, 2, 4 *Altmarkt* (short walk)

 1, 2, 4, 6, 11, 12  75 *Postplatz* (short walk)

Please note the privacy policy information on page 34.

Ferris wheel at Postplatz

For a special experience, visit the “Wheel of Vision” Ferris wheel, set up at Postplatz from the weekend of the city festival **until 13 October 2019**. From 55 metres up, you can look down on the baroque city centre and enjoy a unique view. The 42 capsules are sealed and fully air conditioned.

As a subscriber, you will incidentally always receive a discount of 2 euros off the full and concessionary prices if you show your **FAHRKARTE**. With a little luck we will pay for the ride in full. Register by **10 September 2019**, either online at www.dvb/riesenrad or by post,



© Bruch

labelled “Riesenrad” and stating your subscription number. We will inform the winners in person.

Directions

Postplatz

 1, 2, 4, 6, 11, 12  75 *Postplatz*

HERE and NOW and SKY BLUE

In the 2019/20 season, blockbuster shows, opulent revues from the Golden Twenties and classic musicals will bring Broadway to the stage of the State Operetta. Right at the start of the season, the revue “HIER und JETZT und HIMMELBLAU” will be exuding 1920s charm and glamour. The soloists, choir, ballet and orchestra will be captivating audiences with spectacular show tunes and many lyrical, melancholic and comic moments. All accom-

panied by a brilliant mix of operetta hits, songs and chansons.

How to win tickets:

Please register by **31 August 2019**, either online at www.dvb/himmelblau or by post, labelled “Himmelblau” and stating your subscription number. We will be drawing names and giving away 7 x 2 tickets for the premiere on 7 September. Other dates: 8, 10–12, 14 & 15 September and see www.staatsoperette.de.

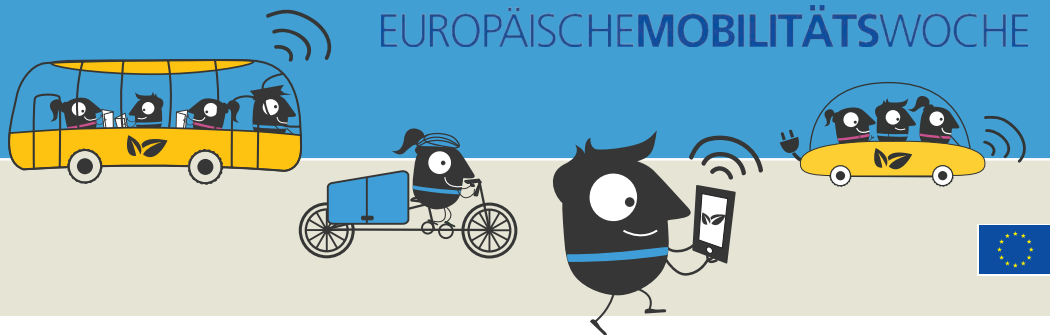


Directions

Staatsoperette Dresden at Kraftwerk Mitte

 2, 6, 7, 10, 12  75, 90 *Bahnhof Mitte*

EUROPÄISCHE MOBILITÄTSWOCHE



Sustainable travel – European Mobility Week



For the European Mobility Week, Dresden will be celebrating sustainable means of getting about for a whole week. The European Commission's campaign has taken place from 16 to 22 September every year since 2002. The City of Dresden plans to draw its residents' attention to the topics of eco-friendly, climate-friendly mobility, reducing noise and improving quality of life in the city.

Information and demonstration

Various events are being held where you can try out new types of mobility. The programme can be found at: www.dresden.de. We, too, are supporting the campaign week! Along with the LSKS (Saxon Self-Help Association for the Physically Disabled), we are providing mobility training: on 7 September, people with restricted mobility will be able to practise using trams, and on 14 September they can practise travelling by bus. The week will end with a car-free Sunday on 22 September. The Terrassenufer area will be closed to traffic, and the organisations

involved in the European Mobility Week will be organising fun, games and activities from 11 a.m. to 5 p.m.

Visit us there at our DVB booth!

- ✓ information about our mobility schemes
- ✓ photo booth
- ✓ bouncy castle, paintable bus, quiz, crafts and much more
- ✓ our mascot Leo on tour



© Layout: Andreas Tampe

Look to the future – all change, please

In the years to come, the central question that will shape our lives is how to make mobility environmentally friendly. It's time for us all to change. We would like to help you do so, with two exciting offers for you:

Travel 12 months for the price of just 11

Offer for frequent travellers: we are giving away one free month of travel by bus and rail! Sign up for a subscriber's monthly pass or monthly 9 a.m. pass at the normal rate between **16 and 22 September 2019** and pay for just eleven months instead of the twelve you travel. The contract starts on 1 October 2019. Find out more: www.dvb.de/aboaktion

Test travellers wanted

Our trams and buses take you to almost every corner of the city. Leave your car at



Schnäppchen

JÄGER

home and test local public transport in the Dresden fare zone during the European Mobility Week.

We'll reward you with a free one-week pass!

Come into one of our four DVB service points on 16 September 2019 and hand in your driving licence. In return, you may receive **one of one hundred one-week passes**. Find out more: www.dvb.de/testfahrer



Lössnitzgrundbahn narrow-gauge rail festival



It is not just children's eyes that will be shining: the historical Lössnitzgrundbahn steam locomotives are a sight to behold for grown-up fans, too. On **14 and 15 September** there will be even more reason to visit the Lössnitzgrund: the SDG (Saxon Steam Railway Company), Traditionsbahn Radebeul e. V. and the VVO transport association are holding a narrow-gauge rail festival there. Since 1884 the narrow-gauge locomotives have pulled their carriages from Radebeul Ost station through the Lössnitz Valley, along the vineyards, past Moritzburg Castle to Radeburg, the little town where Heinrich Zille was born.

On the festival weekend, the organisers will be arranging a variety of children's events in Moritzburg, featuring their mascots. "At the VVO playground, the children can look forward to mini table tennis, table football and a bouncy castle", smiles Gabriele Clauss from the VVO. For older visitors, a special "new wine service" steam train will be set-

ting off from Radebeul to Moritzburg, and there will be photo trips and a big locomotive parade. There will, of course, be other narrow-gauge trips for visitors: as well as the usual steam trains, historical trains from three different epochs will be travelling the line. As a special treat, people in historical clothing and up to four children aged 14 and under (accompanied by a paying adult) can travel free of charge during the festival. Anyone wanting to go full steam ahead on the festival weekend will find all the information they need in the flyer. (Available at many service points and at www.loessnitzgrundbahn.de.)

Planning workshop – have a say!

Together with the City of Dresden, we are examining whether the No. 62 bus route should be replaced in future by a tram (Route 5). We are currently looking at the potential section of the route at Güntzplatz to see what is required and how it could be developed. Come and talk to us! From 6 p.m. on **12 September 2019**, you are invited to a planning workshop in the assembly hall of the St. Benno grammar

school. Have any questions or suggestions? Drop us a line: linie5@dvbag.de.

Directions

St. Benno-Gymnasium

 13  62, EV 10 St. Benno-Gymnasium

Spielraum 2019 – the games trade fair

On **9 and 10 November**, MESSE DRESDEN will be opening its doors for Spielraum 2019. In four exhibition halls, you and the whole family will have the chance to get creative and discover the latest game trends, as well as picking up some great gift ideas for Christmas. We'll be there too, with a big booth where you can look forward to a varied programme: a badge machine with plenty of designs, fun puzzles, DVB games, face



painting and lantern making. You can try out the lanterns you make straight away at our big lantern parade on Saturday evening. We look forward to greeting plenty of visitors! Further information: www.spielraum-dresden.de.

What, when, where? Your DVB dates at a glance

13–15.9.	Prohlis autumn festival – welcome in the golden days of fall.
14.9.	DVB training day – find out about the different skilled occupations you can learn with the DVB at the Gruna depot.
14.9.	“Jugendweihe” celebrations start at the Sarrasani Culture Tent – we'll be there with an activity stand on the topic of “Tomorrow's Mobility”.
15.9.	Photo session at the Gorbitz depot – discover some of the stars of the rails in an authentic depot setting.
16–22.9.	European Mobility Week – find out about eco-friendly types of mobility with us.
19.10.	Photo session in the former Waltherstrasse depot – take photos of our special vehicles.
4.11.	Hillside railways and ferries operate according to the winter timetable – Please note that the suspension railway will be closed from 4–15 November, and the funicular from 18–29 November 2019 for the autumn maintenance.
9–10.11.	Autumn open days at the tram museum – enjoy all sorts of attractions related to historic vehicles.
9–10.11.	Spielraum 2019 – visit us at our booth at the games fair.
27.11.	Dresden Striezelmarkt opens – twinkling lights, the scent of mulled wine and Christmas music will fill Dresden city centre for the 585th time.

“Shopping with a difference” – for fair competition

How do you actually buy new trams? Select a suitable one from a catalogue, set a delivery date and order it? It's not that simple. As a public-sector company, among other things, we are subject to budgetary and procurement law, so contracts often have to be put out for tender. The aim of an “invitation to tender” is to find the best offer for a particular project.



Kristina Franke deals with contracts at the Supply and Materials Management Centre

From tiny screws to work clothes, new vehicles, services and planning and construction services, all goods and services are procured centrally in the DVB Supply and Materials Management Centre. Every day, Kristina Franke's team at the Contracts department are hard at work complying with the increasingly complex procedural and

legal regulations governing the contract award. They support the various procurement projects, offering advice to workers from Purchasing and the specialist departments as they draw up the tender documents. “Fair competition when contracts are awarded is only possible if everyone involved is treated equally, no one is discriminated

against and the award process is transparent to all. In other words, having a fair, transparent process does not just protect bidders but also DVB AG”, Kristina Franke notes.

“When we purchase goods and services, as a public-sector company we have to publish the invitation to tender in Germany or throughout Europe, depending on the amount invested. An invitation to tender is a public call for bids to compare the prices and levels of quality offered, among other things. The most economical – the best – offer is then awarded the contract”, she explains. “The contract notice for our new light-rail trams, for example, was published as part of a European negotiation process, following a competitive tendering exercise.”

The DVB started to address the topic of purchasing new light-rail trams as far back as 2015. Business lawyer Kristina Franke has accompanied the process from the start. “Every invitation to tender is different, every resulting contract is individual”, she explains.

” A contract must be targeted and practical.”

Kristina Franke
Head of Contracts

The most important point is to set clear goals. What do you want to achieve with your specifications? It is only when the specialist departments and the participating bidders cooperate closely that the invitation to tender and the subsequent contract gain substance. There must be a clear definition both of what the company awarding the contract needs and wants, and what the manufacturer can



Keeping track of all important data

deliver, when and how. “A contract creates a basic partnership, but also has to be binding and contain appropriate measures to deal with breaches if the worst comes to the worst”, explains Kristina Franke. “That is often a challenging task which requires a good deal of tact.”

Public tendering process

Here is an example of how a public call for tenders is carried out:

- ✓ preparation for award
- ✓ public invitation to tender
- ✓ response deadline
- ✓ tender receipt and opening
- ✓ evaluation of tenderers and their respective bids
- ✓ procedure ends when the contract is awarded
- ✓ contract award notice

Down the line – on Route 9 from Kaditz to Prohlis

In our “Down the line” series, we present our twelve tram routes, tell you interesting facts about the line and various tram stops, and explain why it’s worth going exploring along the route.



On 19 June 1881, a yellow-liveried, horse-drawn “Tramways Company” service was set up between Postplatz and Waldschlösschen. As of July 1882, a second horse-drawn tram went to the zoo, later from Strehlen to Neumarkt, and then to Albertplatz. In 1899, Dresden’s two tram companies merged, and as of 1902 the route was extended, running from Waldschlösschen to Leubnitz-Neuostra.

In 1906, this first became known as Route 9. Ever since its electrification at the beginning of the 20th century, it has connected the east of Dresden with the city centre.

On historical tracks

Today a popular location for concerts, the “Old Slaughterhouse” owes its name to the meat processing business. In 1873, slaughterhouses, stables and a livestock market were built on the site. Some 35 years later, the slaughterhouse could no longer keep up with demand, and a new abattoir was built in the Ostragehege. Until 1998, the buildings were used for storage.

Alter Schlachthof

Originally called the Dutch Palace, as it was home to an envoy from that region, the palace was bought by Augustus the Strong in 1717 to house his porcelain collection. This required extensive modifications. In the style of the transition from late Baroque to Classicism, a four-wing complex was built with Far Eastern roof elements which earned it the name “Japanese Palace”.

Palaisplatz

The Kaditz district, in the northwest of Dresden, was founded by Sorbian settlers; the first recorded mention was in 1269. Originally dominated by agriculture and wine-growing, today Kaditz is mainly residential. Ever since the Wilhelminian period (in the late 19th century), the village centre has been graced by the shady branches of a large-leaved linden, now Dresden’s oldest tree, and the Emmaus Church. As the century drew to a close, a new district centre was built on what is now Riegelplatz, with a new school building and a park.

Altpieschen

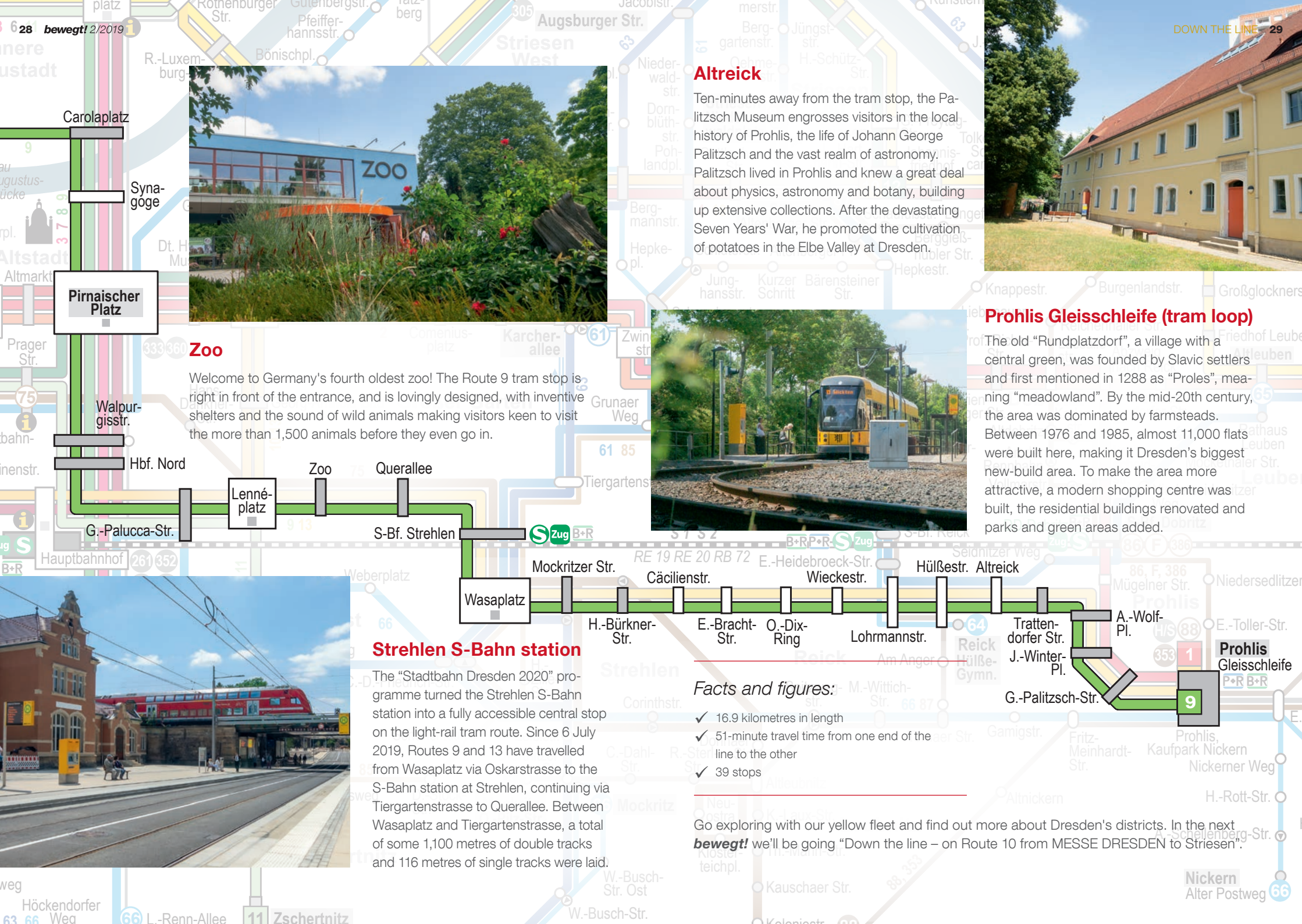
The Watzke ballroom and brewery is one of the oldest of its kind in the region. Before Carl Joseph Watzke bought the restaurant in 1838, alcohol was brewed and served there by his predecessors. Fifty years later, the Watzke building was torn down and rebuilt to provide the growing population with a larger restaurant and dance venue. During the war and German division, the building was used as a military base and camp, before being reopened in 1996.



Kaditz Riegelplatz

The Kaditz district, in the northwest of Dresden, was founded by Sorbian settlers; the first recorded mention was in 1269. Originally dominated by agriculture and wine-growing, today Kaditz is mainly residential. Ever since the Wilhelminian period (in the late 19th century), the village centre has been graced by the shady branches of a large-leaved linden, now Dresden’s oldest tree, and the Emmaus Church. As the century drew to a close, a new district centre was built on what is now Riegelplatz, with a new school building and a park.





Zoo

Welcome to Germany's fourth oldest zoo! The Route 9 tram stop is right in front of the entrance, and is lovingly designed, with inventive shelters and the sound of wild animals making visitors keen to visit the more than 1,500 animals before they even go in.

Altreich

Ten-minutes away from the tram stop, the Palitzsch Museum engrosses visitors in the local history of Prohlis, the life of Johann George Palitzsch and the vast realm of astronomy. Palitzsch lived in Prohlis and knew a great deal about physics, astronomy and botany, building up extensive collections. After the devastating Seven Years' War, he promoted the cultivation of potatoes in the Elbe Valley at Dresden.



Prohlis Gleisschleife (tram loop)

The old "Rundplatzdorf", a village with a central green, was founded by Slavic settlers and first mentioned in 1288 as "Proles", meaning "meadowland". By the mid-20th century, the area was dominated by farmsteads. Between 1976 and 1985, almost 11,000 flats were built here, making it Dresden's biggest new-build area. To make the area more attractive, a modern shopping centre was built, the residential buildings renovated and parks and green areas added.



Carolaplatz

Synagoge

Pirnaischer Platz

Walpurgisstr.

Lenné-platz

Zoo

Querallee

S-Bf. Strehlen

Mockritzer Str.

H.-Bürkner-Str.

E.-Bracht-Str.

O.-Dix-Ring

Lohrmannstr.

Hülßestr.

Altreich

Trattendorfer Str.
J.-Winter-Pl.

A.-Wolf-Pl.

G.-Palitzsch-Str.

Prohlis Gleisschleife

9

Strehlen S-Bahn station

The "Stadtbahn Dresden 2020" programme turned the Strehlen S-Bahn station into a fully accessible central stop on the light-rail tram route. Since 6 July 2019, Routes 9 and 13 have travelled from Wasaplatz via Oskarstrasse to the S-Bahn station at Strehlen, continuing via Tiergartenstrasse to Querallee. Between Wasaplatz and Tiergartenstrasse, a total of some 1,100 metres of double tracks and 116 metres of single tracks were laid.

Facts and figures:

- ✓ 16.9 kilometres in length
- ✓ 51-minute travel time from one end of the line to the other
- ✓ 39 stops

Go exploring with our yellow fleet and find out more about Dresden's districts. In the next **bewegt!** we'll be going "Down the line – on Route 10 from MESSE DRESDEN to Striesen".



P. Ernst
Leos Welt

DIE NEUEN KOMMEN!



Crossword

Solve the puzzle and win tickets to Dynamo Dresden's game against SSV Jahn Regensburg!

Cheer on the Dynamos on **22 September 2019** live in the stadium, when the new season all hangs on three important points against SSV Jahn Regensburg! Simply fill in the German words and send the solution to www.dvb.de/kreuzwortraetsel or by post. The closing date for entries is **10 September 2019**. With a little luck you'll be there; we will be informing the winners in person.

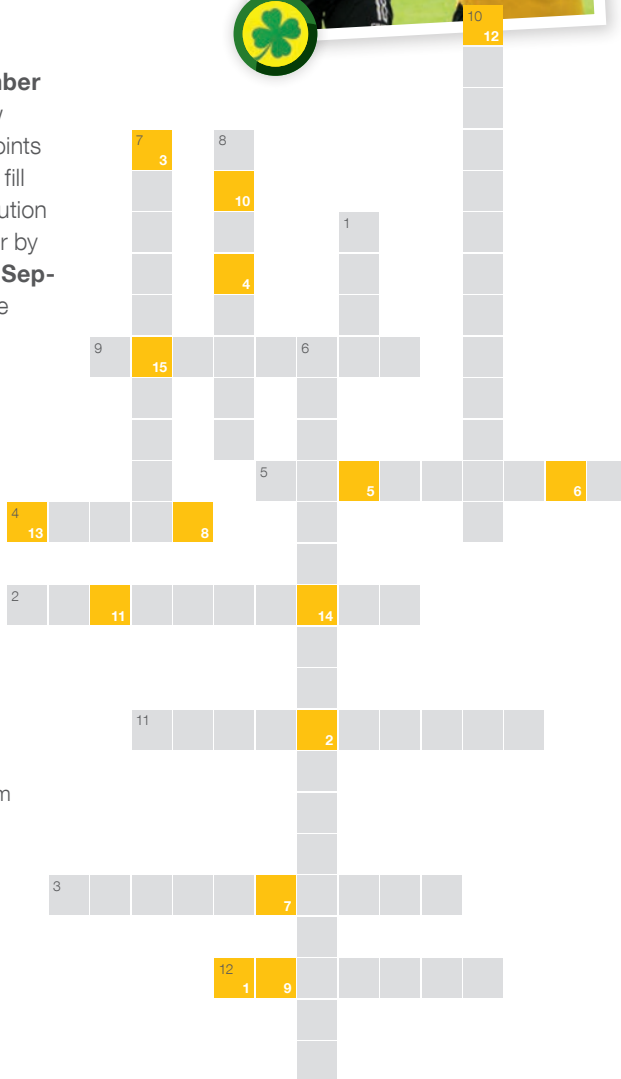
1. The DVB's range of multimodal services
2. Old German word for "conductor"
3. Inventor of the "Hecht" tram:
Prof. Alfred ...
4. What kind of tram is our children's tram "Lottchen"?
5. Dresden freight tram
6. Offers round trips on historical vehicles.
7. The "N" in NGT stands for ...
8. What is the oldest type of Dresden tram still in existence? Railcar type ...
9. Average lifetime of a tram:
... years
10. Terminus of the first electrified tram route
11. Manufacturer of the new trams
12. The first trams were pulled by

Please answer in german:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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Photo: Dennis Hietzschold



Please note the privacy information in the publishing details on page 34. The answer to last issue's puzzle was "Osterspaziergang" – an Easter walk.

#wirbewegendresden

Snapshot of the season

Many thanks to stefann96_ for the great snapshot.

More great photos

Want to see more of us? Our yellow fleet, the depots, our view of Dresden? Follow us on Instagram @dvb.ag.



Good reads on the move

Nicole Dau

Glück ist in der kleinsten Hütte Unser Traum vom Tiny House



Just a year ago, Nicole would still simply turn up the heating when she felt cold – today, she goes out to chop wood for the fireplace. Back then, you'd still find her in the bar around the corner – today, she and her husband would much rather sit around the campfire with friends

and admire the stars. Once Nicole was often burned out and tired; today, she only has bags under her eyes if the rooster starts

Draw

Our book recommendations for on the move – win one of 10 copies!

Take part in the draw at www.dvb.de/thalia by **11 September 2019**. We will inform the winners in person.

crowling at five in the morning. What started out as a crazy idea dreamt up by two city-dwellers turned into an upcycling move to the countryside for Nicole and Carsten: putting in endless hours of manual work, they turned an old construction trailer into a cosy home just outside Hamburg, joining the "tiny house" movement, which is finding increasing numbers of followers.

Length: 224 pages, price: €15.00, published by Piper



Thanks to

New ticket offers* for schoolchildren and vocational trainees



Since 1 August 2019, schoolchildren and vocational trainees have been travelling by rail and bus at a particularly favourable price with the SchülerFreizeitTicket or the AzubiTicket. Thanks to financial support from the Free State of Saxony, you can travel on these subscription tickets for a low price throughout the VVO network.



SchülerFreizeit-Ticket

The **SchülerFreizeit-Ticket** gives schoolchildren cheap travel on local public transport throughout the VVO network

from 2 p.m. on school days, and all day on weekends and public holidays and during the Saxon school holidays. Whether they choose the tram, bus, ferry, S-Bahn or regional trains, they are free to explore the entire VVO network for 10 euros a month.

* The tickets are only available as a subscription.



AzubiTicket

On the **AzubiTicket**, young people attending a Berufsschule (vocational school) can travel round the clock for 48 euros a month

on the trams, buses, ferries, S-Bahns and regional trains of the entire VVO network. The subscription ticket is sold by all Saxon transport associations and costs 48 euros per association. An additional network can be purchased for 5 euros, meaning that trainees can travel throughout Saxony and the MDV network for 68 euros.

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Dresden trams that have written history

Dresden's local public transport system had its beginnings in the 18th century, when sedan chairs became available for general hire. When the Industrial Revolution came in the 19th century, Dresden already had some 180,000 inhabitants, who required more

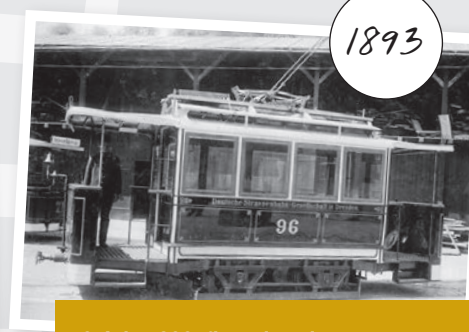
effective and faster means of transport. At first, the city was dominated by horse-drawn cabs, omnibuses and trams, until the first electric tram caused a stir in 1893, heralding a decisive turning point in the story of Dresden's transport system.



1838

1838: Horse-drawn buses enter into service.

Type: horse-drawn omnibus from 1889 | Manufacturer: Carl Stoll | Power: 1–2 hp | Seats: 12



1893

6 July 1893: first electric tram comes into use.

Railcar type: Kleiner Siemenswagen | Manufacturer: Stoll (mechanics); Siemens & Halske (electrics) | Length: 6.1 m | Power: 11 kW (approx. 15 hp) | Seats: 14



1931

20 October 1931: "Grosser Hecht" enters regular service.

Railcar type: Grosser Hecht | Manufacturer: Waggonfabrik WCF Busch, Christoph & Unmack, Waggon- und Maschinenbau Görlitz (mechanics); Sachsenwerk (electrics) | Length: 15.5 m | Power: approx. 4x75 hp | Seats: 36



2001

1 June 2001: NGT 8 DD low-floor tram enters service.

Type: NGT 8 DD | Manufacturer: Bombardier Transportation, Bautzen | Length: 41.02 m | Power: approx. 6x129 hp | Seats: 112



© büro staubach für Bombardier Transportation

The new trams – technical details

An initial 30 trams will be purchased, 21 of which will be unidirectional (UD) and 9 bidirectional (BD) trams. Even before they arrive in Dresden, the new trams will already be seeing plenty of the world. The car body shells are being built in Görlitz, the bogies are being assembled in Siegen, and the

final assembly and commissioning of the vehicles will take place at the Bombardier headquarters for series production in Bautzen. Afterwards the finished tracks are brought to us. For the delivery a heavy load transport license is necessary.

Key elements of the new trams

- ✓ Vehicle length: 43.3 metres
- ✓ Vehicle width: up to 2.65 metres
- ✓ Track gauge: 1.450 mm
- ✓ Smallest curve radius: 17 metres
- ✓ Low-floor area: approx. 65 per cent

- ✓ Multifunctional areas: 2
- ✓ Total capacity: 290 passengers
- ✓ Number of passenger doors (UD): 6
- ✓ Number of passenger doors (BD): 5 per side
- ✓ Useful life: at least 30 years
- ✓ Maximum speed: 70 km/h
- ✓ Air-conditioned driver and passenger compartments

Staff wanted

Join our team.



Current vacancies: www.dvb.de/jobs

Send applications to: personal@dvbag.de

Wir bewegen Dresden.

 **DVB**
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