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Werbung

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Scheduled services: local public transport

Federal funding for the Deutschlandticket until 2030 secured.

(dpa) The monthly pass for local and regional transport across Germany is to be retained. The planned backing with public subsidies for it takes the penultimate hurdle.



The financing of the Deutschlandticket is secured through 2030. (Photo: Boris Roessler/dpa)

Werbung

Service Bundle Coach: Effizienz für Setra Busse



Das Service Bundle Coach begleitet Setra Reisebusunternehmen im Betrieb. Es kombiniert Wartung, Fahrerdatenanalyse und Schulung. Betreiber erhalten mehr Planungssicherheit, reduzieren Ausfälle und nutzen Technik und Personal wirtschaftlich.

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13.11.2025 | Claus Bünnagel

The continued financing of the Deutschlandticket for buses and trains until the end of 2030 with the federal share is secured. The Bundestag approved a legislative amendment, according to which until then 1.5 billion euros annually will be available to offset revenue shortfalls for transport providers.

Previously this was regulated only until the end of the year and was initially to be renegotiated only for 2026. However, the federal government and states then agreed on a longer safeguard. According to that, the states will also contribute 1.5 billion euros annually through 2030. The law still has to be finally decided by the Bundesrat.

Union parliamentary group vice-chair Stephan Stracke (CSU) said in the debate that it provides reliability for all customers and ends the annual worrying about whether the ticket can continue to exist. SPD transport policy expert Isabel Cademartori expressed the hope that it will now also be offered by more companies as a job ticket. She advocated uniform regulations, for example on taking children along.

The transport ministers of the federal and state governments had agreed in mid-September on a longer safeguard for the Deutschlandticket offered since 2023, after there had previously been repeated wrangling about it. The background to the subsidies is that the D-Ticket for nationwide local transport is cheaper than the usual regional commuter subscriptions. Currently, according to industry sources, around 14 million customers use it.

But federal and state governments also agreed on another price increase: From 1 January 2026, the subscription-ticket will cost 63 euros per month. Only at the start of the year had the price been raised from 49 euros to 58 euros. From 2027, the price should be determined by an index to be defined more precisely, which reflects personnel costs, energy costs and general cost increases. Thus the „political price-finding“, which caused a lot of controversy, should end.

Warning of further price hikes

The opposition criticized the agreed path. Victoria Broßart, the Greens' transport policy spokeswoman, spoke of a “gentle euthanasia” for the ticket and warned of the loss of subscribers – because if the federal subsidy is fixed now, the price for users would have to rise further. Luigi Pantisano (Left) warned that this was no longer affordable for many. The AfD MP Wolfgang Wiehle criticized that expenditures for the Deutschlandticket came at the expense of the rest of the overall offering in rail transport. The chair of the transport committee, Tarek Al-Wazir, proposed including the Deutschlandticket in union demands during collective bargaining.

“Moreover, the federal government must quickly agree with the states on a discounted nationwide apprentice and social ticket,” said the Greens politician to dpa.

Companies can also offer the ticket to employees as a job ticket. If they provide a subsidy, there is a discount – currently it costs 40.60 euros per month. (Source: dpa)

Translated automatically from German.

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