

# DELIVERABLE D.T2.3.3- PILOT FINAL REPORT

Report summarising implementation of pilot in Žilina self-governing region

Version 2  
May 2019

## Final report

(Period March 2018 – May 2019)

| General data  |  |
|---|--|
| <b>Project partner</b>                                | PP11 - Žilina Self-Governing Region  |
| <b>Pilot name</b>                                     | Improving a rural multimodal transport hub at Rajecké Teplice  |
| <b>Pilot location</b>                                 | Nuts0: SK, SLOVAKIA<br>Nuts1: SK0, Slovensko<br>Nuts2:: SK03, Stredné Slovensko<br>Nuts3: SK031, Žilinský kraj<br>The pilot will be carried out in Rajecké Teplice on a site owned by the Žilina Self-Governing Region |
| <b>Person(s) responsible for pilot implementation</b> | Vladislav Sedliaček  |
| <b>Pilot starting date</b>                            | December 2018  |
| <b>Pilot ending date (if applicable)</b>              | April 2019   |
| <b>Author of the interim report</b>                   | Milan Veterník   |

## Reported period

| Steps undertaken in period March 2018 – May 2019  |
|---|
| <ul style="list-style-type: none"> <li>05/2018 – 1 meeting with representatives of Town of Rajecké Teplice, 1 meeting with representatives of Slovak Railway Company to get and discuss documentation for pilot implementation</li> <li>07/2018 – meeting with designer to integrate some changes in project documentation based on the statement of Slovak Railway Company</li> <li>08/2018 – take over the project documentation from the designer</li> </ul> |

- 08/2018 – meeting with representatives of Slovak Railway Company to get and discuss documentation for pilot implementation
- 08/2018 – meeting with employees of the town of Rajecké Teplice to issue permission for reconstruction
- 10/2018 – meeting with a national controller to discuss public procurement documentation
- 01-02/2019 – signing the contract with constructor
- 03 – 04/2019 – control days with constructor and construction supervisor
- 05/2019 – opening ceremony of the improved intermodal transport hub in Rajecké Teplice

#### **Difficulties encountered and solutions found in reporting period**

Generally, during the pilot implementation we had not any problems. We had problems before the pilot implementation which were mentioned in previous report.

### **Final results**

#### **Resource requirements (planned versus actual)**

##### **1. Time resources:**

- Planning phase: mid 2017 – end of 2018
- Implementation phase: December 2018 – May 2019

##### **2. Personnel resources**

In total, 8 different people from Žilina self-governing region worked on the project to prepare the documentation for public procurement and contract for the pilot project in Rajecké Teplice and all other responsibilities. The total time spent on implementing the pilot project is estimated at 5178 hours.

##### **3. Financial resources**

In the pilot project it was required the following equipment:

- benches (5 pcs)
- stops (3 pcs)
- waste bins (4 pcs)
- electronic information board
- Bicycle parking (12 racks for 24 bikes)
- Wi-Fi connection
- CCTV camera

Initially, the budget of the RUMOBIL project for improving intermodal transport hub was planned of 52,000 Euro. Since the estimate was not correct and during the project the prices for material, equipment and work were increased, we had to ask for a change of budget in which we were satisfied. Finally, the total cost of improving the intermodal transport hub was € 77,772.

### **Interfaces and dependencies with other groups – stakeholders**

Stakeholders involved in pilot project: Town of Rajecké Teplice, Transport Company SAD Žilina, Integrated Transport of the Žilina Region, Slovak Railway Company, Žilina Road Administration, Designer, Constructor, National Controller, City Police of Rajecké Teplice

The communication and collaboration during the pilot project was really good with all mentioned stakeholders, except of Slovak Railway Company. They have several departments at different levels and they do not cooperate between themselves, so it was really difficult to discuss with all of these departments and get the same and positive statements for the pilot implementation.

### **Risks and risk mitigation**

The risks identified after the project were mainly two:

1. The biggest problem which occurred during our pilot preparation was the system of public procurement in Slovakia and terms for delivering of consensus from several departments of National Railway provider. For example in our case there was necessary a partial change of the project documentation after the set out conditions in the opinion of the Regional Directorate of the Railways of Slovak Republic in Žilina. Also there is long time for delivering of necessary documents from the important stakeholders (30 days for each).
2. We also had a problem with public procurement, which we had to repeat up to 3 times throughout the project. According to the leader partner of the RUMOBIL project partner, we have very strict rules in Slovakia as we needed to receive up to 3 offers from 3 different suppliers in the framework of public procurement. Despite the fact that we actively approached construction companies, we were not able to meet the conditions for public procurement twice, which we managed to get up 3rd times.

These risks could be mitigated by direct and proactive involvement of relevant stakeholders and active communication with them. Unfortunately, we will not affect the terms of the procurement.

### **Achievement of pilot project objectives**

The aim of the project was to restore the intermodal connection hub in the town of Rajecké Teplice in order to serve better to the local people and promote intermodal transport in the rural partner territory. It is a new organization of the connecting point at the bus station in Rajecké Teplice. The project aimed to modernize the area in the bus station, to provide monitoring panels informing about the departure and arrival of the public transport lines and to provide a place of connection with a sufficient number of parking spaces for bicycles and cars. The improved station acts as an interface between the various modes of transport and potentially it will increase the ratio of people going to work using public transport and consolidate the entire public transport system in the pilot area. Another aim of the pilot project was to examine how the level of multimodal hub services for commuting passengers using public transport influences their behavior.

From the newly built multimodal transport hub we expect the stabilization of decline in the number of passengers despite the aging of the population. We expect better coordination of different types of transport. At the same time, we expect a gradual increase in the number of passengers in the period of two or three years.

Another objective of the Zilina Self-governing Region within the RUMOBIL project was to make a revision of the transport plan based on important findings and outputs from the RUMOBIL strategy.

A new sustainable mobility plan is currently being developed for the Žilina Region. At a meeting with the creators of this new transport plan, we agreed that the relevant results of the RUMOBIL strategy will be integrated into this transport plan.

### Lessons learnt and recommendations.

It is really important to involve all stakeholders from the beginning of the preparation of technical content of the pilot project.

For example in our case there was necessary a partial change of the project documentation after the set out conditions in the opinion of the Regional Directorate of the Railways of Slovak Republic in Žilina. Also there is long time for delivering of consensus from the important stakeholders (30 days for each).

Our recommendations for other RUMOBIL partners or other stakeholders of projects such as RUMOBIL is to include the statutory time limit of stakeholders' statements to their project timetable.

### Photos



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