



## Peripheral Access Summer University

11 April 2018

Venue: University of Technology and Economics (BME), Műegyetem rkp. 3., 1111 Budapest

### Item 1: Summer University:

The Peripheral Access Summer University on Intermodality is part of the knowledge exchange and learning activities of the project. The event was intended to establish a thematic exchange between students and young professionals on the one hand and the project partners on the other hand. Furthermore, the university event was designed to involve thematic knowledge external to the project.

Based on this understanding, the event was held at the premises of the Budapest University. Six speakers from outside the project were invited to present intermodal solutions for rural areas and urban hinterlands in order to share thematically related experiences:

#### Zsolt Denke

BKK

#### Telebusz service of BKK (Centre for Budapest Transport)

Zsolt Denke presented solutions developed by the municipal transport operator of Budapest (BKK) in order to respond flexibly to customer demands. This particularly concerns extending existing bus lines towards the sub-urban surroundings of Budapest and offering demand-oriented bus stops. He emphasised that the demand-oriented solutions are added to the standard services to provide better connection and services to bus users in particular in rural areas around the main city. In selected cases, these on-demand services were very successful and have since been incorporated into the regular service.

#### Bálint Michaletzky

GreenGo

#### Introduction of GreenGo, the first e-carsharing service of Budapest

Bálint Michaletzky presented details on the first e-carsharing service of Budapest. He explained that the scheme has only become feasible when the municipality of Budapest introduced a change in the parking fees for private cars. According to the new approach, emission free cars were exempted from parking fees, which allows drivers to easily leave these cars within the urban area of Budapest. While GreenGo still operates mainly within the city of Budapest, several users from the rural surroundings of the city also increasingly make use of it.





**Bálint Kiss**

Cycleme Kft.

**Presentation of bike sharing systems of Hungarian towns and mid-sized cities**

Bálint Kiss introduced bike-sharing schemes operating in small and medium-sized Hungarian cities. He explained the multiple reasons why those systems can respond to tourism, transport within university campuses and hospitals etc., as an additional means of transport in municipalities or for single companies as a sustainable transport option for meeting their customers. He outlined that bicycle sharing schemes still require additional financial resources as the user fees do not fully cover the cost of operation. Schemes operating with electric bikes can also be powered de-centrally through solar power, which makes them independent from the main grid.



**Anna Berlina**

Nordregio

**Presentation of the MAMBA project (INTERREG Baltic Sea)**

Anna Berlina presented the MAMBA project. While this Interreg Project is co-funded and operated in the Baltic Sea region, it is focussed on issues quite similar to those addressed in Peripheral Access. She outlined the project's concept and its intervention logic, presented some preliminary results and stressed the will of the project to cooperate with Peripheral Access in the future. Of particular interest to the Peripheral Access partners were the best-practise examples which MAMBA has already collected.

**Doris Hahn**

CEO, ISTmobil GmbH

**Challenges for public demand responsive transportation systems in rural areas**

Doris Hahn presented existing solutions for on-demand transport in rural areas, already operating in Austria and Germany. The ISTmobil GmbH has developed both an analysis tool and a software to operate (in close cooperation with local taxi companies) demand oriented transport solution. In this respect, ISTmobil GmbH serves as a broker between transport providers and customer. Their services also include the development of a regional tariff system.

The approach presented by Doris Hahn sits in between the use of flexible but expensive taxis and affordable but less flexible public transport options. Doris Hahn stressed that the system is designed just to complement existing public transport alternatives but not to replace them. Wherever a journey can be made with public transport options, the scheme will direct the customer to these services and not provide any alternatives. Yet, Doris Hahn also emphasised, that such a scheme requires support from public funding and a clear political will to improve mobility in rural areas.





**Markus Krüger**  
Interlink GmbH

**Rural Mobility: An overview of example solutions**

Markus Krüger presented concepts and solutions to make transport in rural areas more efficient and financially viable. First, he explained a scheme in a rural area north of Berlin (Uckermark) where passenger and freight transport with busses have been combined. The busses transport on a regular basis parcels and boxes. This includes both the delivery of shopping goods as well as products of local farmers. Thus, the transport works in both directions between urban and rural areas.

Next he outlined a case where the Interlink GmbH has completely redesigned not only timetables, lines and stops of busses in a rural area in Sachsen-Anhalt but has also adjusted the start time of primary and secondary schools. The aim was to make public transport for students more attractive. Through these measures, a 30% increase in passenger numbers was achieved.