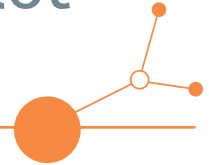
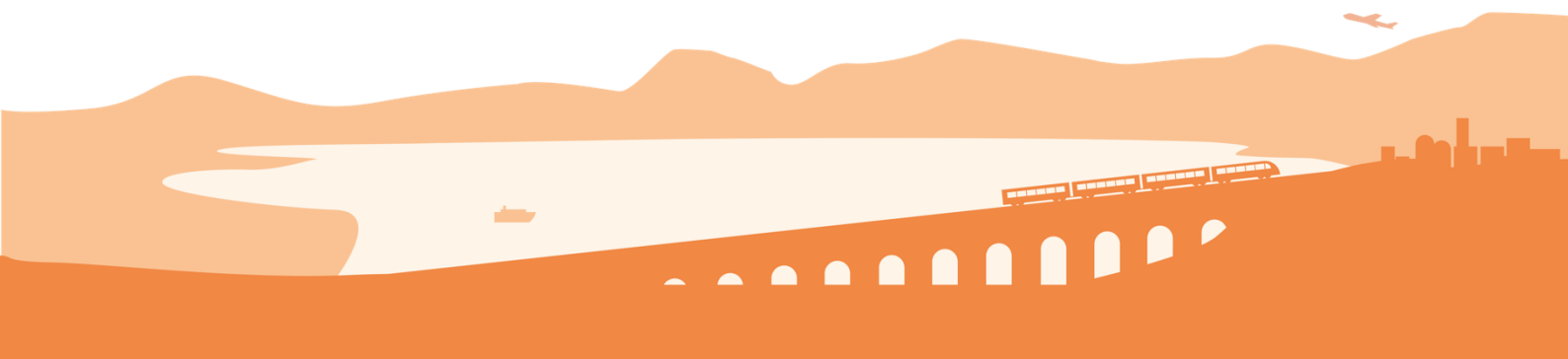


D1.3.2 Report on the progress of pilot 1.1 local testing activities



Final Version

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1. Executive summary

The territory of central Europe is characterised by uneven transport connections and mobility opportunities, across and within regions, between urbanized contexts and rural and peripheral areas.

The project's common challenge is to improve accessibility and connectivity in CE peripheral and rural areas through better integration of public transport networks with Demand Responsive Transport (DRT) services, building on joint development and implementation of governance, planning, digital and operational innovations.

DREAM_PACE will develop innovative DRT concepts complementing regional mobility networks.

The project will improve DRT planning and delivery capacities of public authorities and operators.

A new generation of DRT services will become functional and integral part of regional mobility networks, enhancing accessibility for citizens, territorial cohesion and social inclusion. Integration is the key to the DREAM_PACE innovative approach, as DRT services are mostly developed as stand-alone solutions to specific needs, the potential of scalable strategies and solutions is widely underestimated.

Project Partners (thereafter PP) will jointly develop a strategy for DRT in Sustainable Urban Mobility Plans to be adopted at EU level, co-design, test and implement innovative DRT solutions enhancing mobility networks. Strategies and solutions will foster a better integration of DRT and public transport (Bologna, Pavia, Budapest areas), support a higher coordination among existing DT initiatives (East Tyrol, Baden-Württemberg) and experiment new integrated approaches for DRT "green fields" (Split-Dalmatia County).

DREAM_PACE will exploit the potential of integrated planning and digital and operational innovations for a common strategy and develop innovative DRT modular solutions. The project implementation builds on transnational cooperation to guarantee an adequate responsiveness and adaptability of project results to specific characteristics of mobility ecosystems across CE rural and peripheral areas.

This deliverable is the intermediate report on pilot 1.1 "Governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low demand areas" activities developed in the pilot areas of Bologna Metropolitan Area (Italy), Budapest (Hungary), Pavia-Oltrepò (Italy), Split-Dalmatia County (Croatia) until 30 June 2025. It follows the structure of the workplans presented in D1.3.1 and presents the joint progress and milestones achieved at local and project level, and the results of the peer-reviews and the consequent alignment actions.

Chapter 2 recalls the context, objectives, and scope of pilot 1.1.

From this point forward, chapters 3 to 6 present the pilot 1.1 local updates across the four pilot regions.

Chapter 7 drafts the conclusions of the deliverable at project level, summarizing the key findings and results of pilot 1.1 achieved by 30 June 2025, and highlighting their relevance for the continuation of the project.

The Annex contains the local and project media releases that communicated the start of testing actions in the four pilot regions.



2. Introduction

Pilot 1.1 “Governance and Planning of Integrated DRT-Public Transport in a MaaS logic for peripheral and low demand areas” focuses on the design, implementation and testing of a modular governance and planning model for integrating Demand-Responsive Transport (DRT) into public transport systems using a Mobility as a Service (MaaS) approach. This pilot aims to address the challenges faced by peripheral and low-demand areas due to uneven transport connections, limited mobility opportunities, and the inefficiency of traditional public transport solutions, which often result in reduced accessibility and service frequency. To do so, the pilot promotes innovative strategies that can enhance accessibility, operational flexibility and sustainability in public transport systems, and ensure better integration within the broader mobility network.

The scope of the pilot includes:

- Strategic planning approach tested within SUMP and Master Plan’s processes, in Bologna Metropolitan area and Budapest;
- Recommendations on data governance and integration, tariff and funding, in Bologna Metropolitan area;
- Business planning tool for flexible management of DRT-PT (tested on running services), in Pavia-Oltrepò and in Budapest;
- DRT dedicated tendering procedure in Bologna Metropolitan area and in the Split-Dalmatia County (demonstrated on field).

The testing activities focus on real-world service scenarios across the four pilot regions involved in the pilot. The insights gained will validate the pilot’s approaches and also contribute to developing the SUMP Topic guide 3.0 in WP3. The project activities also support the broader adoption of the solutions.

The success of Pilot 1.1 hinges on the active engagement of stakeholders through the Living Labs (LLs). These collaborative spaces bring together Public Authorities, Public Transport Operators (PTO) and Agencies (PTA), Digital service providers, the General Public and other relevant actors to co-design, implement, and test the solutions.

Through this participatory approach, pilot 1.1 will ensure that the developed solutions are feasible and aligned with the local context, paving the way for effective testing and eventual deployment.



3. Bologna metropolitan area

3.1. The pilot testing elements

Pilot: 1.1 GOVERNANCE AND PLANNING of INTEGRATED DRT public transport in a MaaS logic for peripheral and low demand areas

Pilot area: Bologna Metropolitan Area, Italy

Peer reviewers:

- Centre for Budapest Transport (BKK), Split-Dalmatia County (SDC) as peer reviewers of the tested solution component;
- Redmint, Dyvolve, and Technische Universität Berlin (TUB) will also act as peer reviewers, as they will review this deliverable.

3.1.1. The solution components to be tested

Bologna Metropolitan area includes 55 municipalities with a population of approximately 1 million inhabitants, combining densely populated urban centres with low-demand rural and mountainous regions, making it a diverse and complex territory. The Bologna pilot's intervention spans the entire metropolitan area, addressing a range of mobility challenges. Key objectives include improving accessibility in underserved areas while integrating these solutions with existing urban transport networks. The primary focus of DRT services is to meet the mobility needs of “low-demand” users in areas where traditional Public Transport (PT) is not sustainable / effective, ensuring accessibility for all. Through DREAM_PACE activities, efforts will concentrate on:

- Integrating the DRT planning and governance in the PT system and in the SUMP (Sustainable Urban Mobility Plan) framework;
- Enhancing the coordination and integration of local and regional mobility networks to improve connectivity of rural and peripheral areas, through a co-design process with local stakeholders;
- Developing the DRT governance in a MaaS logic, from SUMP strategic level to tendering and Contracts of Service.

The components of the Bologna pilot are structured as follows.

Component 1: Strategic planning approach for DRT in PT. This component focuses on testing the strategic planning approach for integrating DRT services in the next SUMP of the Bologna Metropolitan Area. This means to identify opportunities and spaces for future implementation of DRT, ensuring that services are effectively incorporated into long-term mobility strategies and contribute to a seamless and inclusive PT ecosystem.

Component 2: Recommendations on the integration of DRT services in MaaS. This component addresses the analysis of the MaaS ecosystem under development at the regional level, and the identification of the requirements for the seamless integration of DRT into the MaaS framework. The target is to provide detailed recommendations for including DRT in a MaaS system that serves both urban and peripheral areas in the Metropolitan City of Bologna.

Component 3: DRT dedicated tendering procedure. This component aims to integrate DRT into the PT offer and to simulate a PT tendering procedure that includes DRT services, as these are currently not part of the existing Contract of Service.



For the development and testing of the Bologna pilot and its components, SRM has contracted the external technical support of GO-Mobility Srl (for more details on the procurement see chapter 3.2.2). The actions that will be developed with this support include the following activities as coded in the DREAM_PACE Application Form (AF): A.1.2 Living labs: "Support to stakeholder - local advisory group establishment and management"; A.1.3 pilot actions: "Study on DRT and MaaS how to: (i) integrate DRT into the public transport offer from the planning phase onward, and in the next public procurement tender documents; (ii) include DRT into a MaaS system in the Metropolitan City of Bologna, ensuring MaaS in rural/peripheral areas".

The pilot actions have been split down as follows:

- a) Study on the integration of DRT services into the public transport supply and into a MaaS system;
- b) Analysis of potential demand and definition of areas of weak demand at the metropolitan level (in terms of geographic, socio-economic, temporal, and inter-territorial characteristics);
- c) Study on DRT costs and the possibility of their inclusion in the Public Transport Contract of Service;
- d) Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (i.e., SUMP);
- e) Management of the Bologna LL stakeholder group;
- f) Exchange experiences with DREAM_PACE project partners and international experts;
- g) Identification of potential weak demand areas by analysis and geographic visualization of the O/D matrix starting from telephone SIM data.

It is noted that the contract for the external technical support, awarded to GO-Mobility Srl and conceived in synergy with the MIND project (further details below), also includes the activity "h) Study on mobility demand from city users, focusing on the mobility needs of non-residents by quantifying daily and seasonal demand and identifying the most requested routes or destinations" (for further details on the procurement, see Chapter 3.2.2).

The listed actions from "a" to "g" are an integral part of the successful implementation of the Bologna pilot and its three components, as specified here below.

Component 1: Strategic planning approach for DRT in PT. The component is fed by following actions:

- Action b): the "Analysis of potential demand and definition of areas of weak demand at the metropolitan level (in terms of geographic, socio-economic, temporal, and inter-territorial characteristics)" develops a replicable methodology to assess demand levels, defines an optimal local PT network for metropolitan connections, and pinpoints DRT opportunities in low-demand areas;
- Action c): the "Study on DRT costs and the possibility of their inclusion in the Public Transport Contract of Service" takes into account specific features such as flexibility and route optimization, evaluate the cost structure of DRT services and their potential incorporation into the PT Contract of Service. It includes developing models for equivalent kilometres, simulating economic feasibility through parametric frameworks, and establishing regulatory guidance with KPIs tailored to DRT services;
- Action d): the "Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (i.e., SUMP)" provides results that inform and enhance the PT strategic planning process; those results include the development of guidelines for evolving the suburban local PT network and defining the role and characteristics of mobility hubs;
- Action g): the "Identification of potential weak demand areas by analysis and geographic visualization of the O/D matrix starting from telephone SIM data" defines the quantitative structure

of demand with as much detail as possible considering spatial, temporal and user category (resident, non-resident, foreign, etc.) features.

Component 2: Recommendations on the integration of DRT services in MaaS. This component particularly benefits from the results of the following action:

- Action a): the “Study on the integration of DRT services into the public transport supply and into a MaaS system” includes the identification of data exchange protocols to facilitate service information sharing and reservation functionalities, and the development of integration models for DRT services that can be replicated in other contexts within the MaaS4RER project, along with the provision of practical implementation guidelines to support the planning and management of DRT services embedded in a MaaS effectively.

Component 3: DRT dedicated tendering procedure. The objective of this component is to ensure that DRT services are incorporated into future public transport offerings, enabling their formal integration into in Contracts of Service. The actions contributing to the previous components are then crucial for implementing this as well, in particular the following ones:

- Action b): the “Analysis of potential demand and definition of areas of weak demand at the metropolitan level (in terms of geographic, socio-economic, temporal, and inter-territorial characteristics)” helps to estimate the overall demand and identify areas compatible with different public transport systems to be included / foreseen in future Contract of Service;
- Action c): as described for Component 1, the “Study on DRT costs and the possibility of their inclusion in the Public Transport Contract of Service” evaluates the cost structure of DRT services, considering their specific features such as flexibility and route optimization. It includes the development of models for calculating equivalent kilometres and simulating economic feasibility (Economic-financial plan). Those results inform the preparation of tender documentation and ensure that DRT services are integrated effectively within the PT framework;

Actions e) “Management of the Bologna LL stakeholder group” and f) “Exchange experiences related to the activities covered by this request through interaction with DREAM_PACE project partners and/or international experts” are horizontal for all the pilot components. Indeed, the testing and validation of the components and activities of the Bologna pilot directly involve the LL stakeholder group. The various stages of the stakeholder group activities within the Living Lab are aligned with the execution of the aforementioned activities and their outcomes. As detailed further in the timeline, the LL meetings with stakeholders are scheduled to coincide with the results of those activities. This approach ensures not only the validation of the activities but also helps maintain a high level of interest and engagement among stakeholders throughout the process.

It is noted that the activities of the Bologna pilot have significant synergies with those planned in the MIND project. MIND - Mobility-Insight-Data project (“Sistema di raccolta, analisi e presentazione di dati per la pianificazione e il monitoraggio della mobilità e per la gestione contrattuale - Bacino di Bologna”), which began in November 2024, is implemented by SRM and funded under PR FESR Emilia-Romagna 2021-2027 Programme. Specifically, it aligns with Priority 3 “Sustainable Mobility and Air Quality,” Specific Objective 2.8 “Promoting sustainable multimodal urban mobility as part of the transition to a net-zero carbon economy,” and Action 2.8.2 “Systems for Intelligent Mobility,” with a focus on innovative software for transport planning and infomobility management. MIND aims to analyse and make accessible mobility-related data to reconstruct both potential and actual demand for local PT services. This reconstruction of the transport demand is essential for improving the service planning, while optimizing data exchange between operators and the metropolitan Agency for mobility (SRM).

In particular, both MIND and DREAM_PACE leverage on mobility demand reconstruction through the acquisition and processing of mobile phone cell data. This overlap has allowed SRM to optimize the use of



resources from both projects by contracting the activities with a synergistic approach through a unified procurement procedure. This approach enhances the efficiency and impact of both projects, ensuring a consistent methodology for analysing mobility data while addressing complementary objectives.

The total cost of external support for the integrated activities amounts to € 117.000 (excluding VAT and legal charges) and is distributed as follows: € 70.000 allocated to the DREAM_PACE project; € 47.000 allocated to the MIND project. This financial integration ensures optimized use of resources while delivering high-quality outputs for both initiatives. By pooling efforts, MIND and DREAM_PACE strengthen their ability to address the Metropolitan City of Bologna’s strategic mobility objectives, fostering sustainable, data-driven transport planning solutions.

3.1.2. Stakeholders’ involvement, competences and role

The following table provides an overview of the stakeholders involved in the pilot until 30 June 2025, outlining their main competences, roles, and specific contributions to the activities carried out during this period.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Local Authority	<p>Metropolitan City of Bologna (CMBO) - DREAM_PACE Associated Partner</p> <p>CMBO is one of Italy's 14 Metropolitan cities, it is a federation of 55 municipalities organized into 7 Unions. Its territory coincides with that of the former Province of Bologna.</p>	<p>Competences: CMBO, with its high institutional capacity, focuses on governance and planning of DRT within a MaaS framework, ensuring integration with the SUMP.</p> <p>Role: decision maker.</p> <p>Contribution to the pilot: it plays a key role in the Bologna pilot, contributing to the co-design process and strategic decision-making, and will also act as a peer reviewer for selected sub-activities of the pilot.</p>	<p>As a competent public authority and Associated Partner of the project, CMBO has been directly involved in the validation of the zoning used in the interactive dashboard (ref. pilot action “g”). CMBO participated in the first three LL meetings. In particular, thanks to its participation in the 3rd LL meeting, it contributed to the testing and validation of the study on the integration of DRT services into the public transport network and a MaaS system (pilot action “a”).</p>
Local Authority	<p>Municipality of Bologna (COBO)</p> <p>COBO is the administrative body of the Municipality of Bologna. The city covers an area of approximately 140 km² and has a population of around 400.000 inhabitants. It is the central urban hub</p>	<p>Competences: COBO aims to ensure social cohesion, economic development, and territorial protection through PT services and strategic planning tools such as the SUMP and the General Urban Transport Plan (PGTU), alongside specific implementation measures. In this capacity, COBO plays a crucial role in coordinating</p>	<p>As a competent public authority COBO has been consistently updated on the progress of the Bologna pilot. COBO participated in the 1st and 2nd LL meeting. Although it was invited to the 3rd Living Lab meeting and could not attend, it still received all related materials from the event.</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	and the capital of the Metropolitan city of Bologna.	and establishing PT policies that align with the broader goals of the Bologna Metropolitan Area. Role: decision maker. Contribution to the pilot: it plays a key role in the Bologna pilot, contributing to the co-design process and strategic decision-making, especially in the urban context, focusing on local needs and ensuring alignment with the broader metropolitan planning.	
Regional Authority	Regione Emilia-Romagna (RER) RER is one of Italy's 20 regions, encompassing 9 provinces and 328 municipalities. It plays a pivotal role in regional planning and governance, including mobility, environmental sustainability, and innovation initiatives.	Competences: RER has a very high institutional capacity and focuses on the governance and planning of DRT within a MaaS framework, particularly as it is working on the development of a regional MaaS system, where DRT services are expected to be integrated in the future. Role: regulatory body. Contribution to the pilot: it contributes to the co-design process, providing valuable information and expertise related to the ongoing development of the regional MaaS system and its integration with DRT services.	As a competent public authority RER has been consistently updated on the progress of the Bologna pilot. Its involvement was decided after the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd and 3rd LL meetings. Although it could not attend either meeting, RER still received all related materials from the events.
PTA	SRM (Lead partner) SRM is the Local Authority for Public Transport in Bologna area.	Competences: SRM has high institutional capacity, supported by internal staff with expertise in mobility planning and project management. As Authority for Public Transport in the Bologna area, SRM is	SRM has continued to fulfil its role of DREAM_PACE lead partner, coordinating the co-design process of the pilot 1.1 and overseeing the implementation of the Bologna pilot actions in particular. SRM organised



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		<p>responsible for promoting initiatives to enhance and expand local public transport, managing transport infrastructure, and ensuring the governance and integration of public transport and private mobility services.</p> <p>Role: contracting body for PT services in the CMBO territory.</p> <p>Contribution to the pilot: it plays the central role in coordinating the co-design process and overseeing the implementation of the Bologna pilot, ensuring that all activities are executed in line with project goals and timelines.</p>	and participated in all the LL stakeholder meetings.
Local Authority	<p>Territorio Turistico Bologna-Modena (former Bologna Destinazione Turistica)</p> <p>Joint team of the territories of the Metropolitan city of Bologna and the Province of Modena to promote and enhance their diverse regional tourism offerings.</p>	<p>Competences: while having limited decision-making influence, Territorio Turistico Bologna-Modena has strong connections and influence within both urban and peripheral areas, with a particular interest in implementing DRT services to enhance the tourism offer in these territories.</p> <p>Role: local authority responsible for developing and promoting tourism within the Emilia-Romagna Region.</p> <p>Contribution to the pilot: it contributes to co-design and implementation process, ensuring that DRT services are also aligned with tourism development objectives and</p>	The involvement of Territorio Turistico Bologna-Modena was decided during the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd LL meeting. However, they did not attend. Following the definition of the development and testing plan for the Bologna pilot components, carried out in collaboration with GO-Mobility, it was decided not to extend the invitation to the 3rd LL stakeholder meeting, due to the technical nature of the session. No further involvement is currently planned.



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		enhance mobility options for visitors.	
General Public	<p>Confcommercio ASCOM Bologna</p> <p>Association representing over 16.000 companies, entrepreneurs and professionals from Bologna and its Metropolitan city.</p>	<p>Competences: with medium sponsoring capacity and a mandate to represent the interests of over 16.000 local businesses and professionals, Confcommercio ASCOM Bologna provides a direct connection to the economic activities of Bologna and its Metropolitan area. It can bring insights into the needs and priorities of local enterprises, particularly in relation to improved accessibility and transport solutions.</p> <p>Role: local economic activities association.</p> <p>Contribution to the pilot: it contributes to the Bologna pilot by participating in co-design and implementation process, ensuring that the DRT services could also align with the needs of local businesses. It also supports awareness-raising among its network, fostering engagement and highlighting the potential benefits of enhanced mobility for economic development, especially in underserved areas.</p>	<p>The involvement of Confcommercio ASCOM Bologna was decided during the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd LL meeting. However, they did not attend. Following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility – it was decided not to extend the invitation to the 3rd LL stakeholder meeting, due to the technical nature of the session. No further involvement is currently planned.</p>
Other (University)	<p>University of Bologna - Department of Civil, Chemical, Environmental, and Materials Engineering - DICAM</p> <p>The DICAM carries out advanced research in</p>	<p>Competences: high-level expertise in the field of transport</p> <p>Role: expert and potential advisor on theoretical aspects of DRT and MaaS governance and planning.</p>	<p>The involvement of the University of Bologna was decided during the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd LL meeting. However, they did not attend. Following the</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	Civil, Chemical, Environmental and Materials Engineering, from the design, construction and operation of residential structures and infrastructure, to the study of the related materials and their insertion and impact in/on the territory.	Contribution to the pilot: it contributes to the co-design and implementation process, offering research-based insights to enhance the governance and planning of DRT services within the Bologna pilot. It enriches the project by integrating academic perspectives into transport solutions.	definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility – it was decided not to extend the invitation to the 3rd LL stakeholder meeting, due to the technical nature of the session. No further involvement is currently planned.
General Public	<p>Comitato Consultivo degli Utenti (CCU)</p> <p>User advisory committee representing consumer and user associations and the annual subscribers to the Bologna public transport service.</p>	<p>Competences: high capacity for moral persuasion towards institutions and expertise in informing and engaging citizens, also on mobility issues affecting rural areas. CCU’s position as the sole advisory committee of this kind in RER enables it to serve as a unique platform to advocate for underserved territories and raise awareness in areas less engaged with mobility issues.</p> <p>Role: user association representing citizens, with a perspective on rural areas experiencing mobility challenges.</p> <p>Contribution to the pilot: it contributes to the pilot implementation. Mobility and DRT are considered crucial issues to convey to citizens, and to this end, the CCU has the potential to promote events showcasing the results achieved in DREAM_PACE. These events can serve as platforms for collecting feedback and proposals while raising</p>	<p>The involvement of the CCU was decided during the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd LL meeting, in which it actively participated. Following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility – it was decided not to extend the invitation to the 3rd LL stakeholder meeting, due to the technical nature of the session. No further involvement is currently planned.</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		public awareness about the project's outcomes. By leveraging its unique regional role, it can also act as a regional pioneer, spreading best practices and influencing other territories.	
Local Authority	<p>Diversity Team of the Municipality of Bologna</p> <p>It is part of the COBO structure and works to promote inclusion and equal opportunities, addressing diversity across gender, culture, ability, and age.</p>	<p>Competences: high institutional capacities as part of COBO, with a strong focus on promoting inclusive mobility policies and ensuring equitable access to transport systems for all user groups, aligned with the SUMP.</p> <p>Role: decision maker (as part of COBO).</p> <p>Contribution to the pilot: it contributes to the co-design process, bringing a strong perspective on inclusivity and ensuring that the planning and implementation of DRT services address the needs of diverse user groups.</p>	<p>The involvement of the Diversity Team of the Municipality of Bologna was decided during the 1st LL stakeholder meeting, and the stakeholder was invited to the 2nd LL meeting, in which it participated. Following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility – it was decided not to extend the invitation to the 3rd LL stakeholder meeting, due to the technical nature of the session. No further involvement is currently planned.</p>
PTAs	<p>Public transport authorities (Mobility Agencies) of the Emilia-Romagna region.</p> <p>Local Authority for Public Transport in the other provinces of Emilia-Romagna region.</p> <p>The list include:</p> <ul style="list-style-type: none"> - Tempi Agenzia Piacenza - S.M.T.P. - Società per la mobilità ed il trasporto pubblico di Parma 	<p>Competences: implement the decisions of local authorities (Provinces and Municipalities) in their relationships with public transport operators, managing the public service contracts.</p> <p>Role: contracting body for PT services in the Emilia-Romagna region.</p> <p>Contribution to the pilot: they contribute to the co-design and implementation process by providing relevant feedback on the governance and planning of</p>	<p>Their involvement was decided after the 2nd LL stakeholder meeting, following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility. Due to the technical nature of the session, they were invited to the 3rd LL stakeholder meeting, contributing to the testing and validation of the study on the integration of DRT services into the public transport</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	<ul style="list-style-type: none"> - AMI - Agenzia Mobilità Impianti Ferrara - Agenzia Mobilità Reggio Emilia - aMo - Agenzia per la mobilità di Modena - AMR - Agenzia Mobilità Romagnola 	DRT services, integrating the perspective of other territories in the region.	network and a MaaS system (pilot action “a”).
PTOs	<p>Trasporto Pubblico Bolognese (TPB)</p> <p>Public Transport Operators in the Bologna metropolitan area.</p> <p>The list includes, as for now:</p> <ul style="list-style-type: none"> - TPER 	<p>Competences: hold operational expertise in service planning (including DRT), vehicle deployment, and passenger operations, as well as experience in testing and adapting innovative mobility solutions.</p> <p>Role: main public transport operators in the Bologna metropolitan area.</p> <p>Contribution to the pilot: they contribute to the co-design and implementation process by providing relevant feedback from the operational perspective of a transport operator, supporting the validation of solutions based on service delivery feasibility.</p>	Their involvement was decided after the 2nd LL stakeholder meeting, following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility. Due to the technical nature of the session, PTOs were invited to the 3rd LL stakeholder meeting, contributing to the testing and validation of the study on the integration of DRT services into the public transport network and a MaaS system (pilot action “a”).
Digital service provider (in-house RER’s company)	<p>Lepida</p> <p>Lepida is the in-house company of the Emilia-Romagna Region, which is responsible for managing digital infrastructures and services for the regional public administration.</p>	<p>Competences: manages digital platforms, data infrastructures, and interoperability systems at the regional level. It supports the implementation of Information and Communication Technologies (ICT) services for public institutions, with specific expertise in data governance, healthcare, and MaaS-related frameworks</p>	Its involvement was decided after the 2nd LL stakeholder meeting, following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility. Due to the technical nature of the session, Lepida was invited to the 3rd LL stakeholder meeting, contributing to the testing and validation of the study on the



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		<p>Role: digital infrastructure and data governance provider for public services in the Emilia-Romagna Region. It also represents the Region’s Regional Access Point (RAP) within the national MaaS for Italy programme.</p> <p>Contribution to the pilot: it contributes to the co-design and implementation process, offering insights on data management, with a specific focus on the integration of DRT services within a MaaS system.</p>	<p>integration of DRT services into the public transport network and a MaaS system (pilot action “a”).</p>
Digital service providers (commercial players)	<p>IT commercial players in the DRT and MaaS sectors.</p> <p>This category includes small and medium-sized enterprises operating in the field of digital mobility services, with specific expertise in the development of platforms and solutions for DRT and MaaS systems.</p> <p>The list includes:</p> <ul style="list-style-type: none"> - Padam Mobility - Instant System - My Cicero (Pluservice) - SHOTL - Nemi - Ioki - VIA - Open Move - Optibus 	<p>Competences: strong technical expertise in the development of governance and planning tools for on-demand transport services, with experience in platform design, data integration, and service optimisation.</p> <p>Role: technology providers and advisors.</p> <p>Contribution to the pilot: they contribute to the co-design and implementation process by offering technical feedback and use-case insights.</p>	<p>Their involvement was decided after the 2nd LL stakeholder meeting, following the definition of the development and testing plan for the Bologna pilot components – carried out in collaboration with GO-Mobility. Due to the technical nature of the session, they were invited to the 3rd LL stakeholder meeting, contributing to the testing and validation of the study on the integration of DRT services into the public transport network and a MaaS system (pilot action “a”).</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	- MAIOR		

*Stakeholder types: National/Regional/Local Authority; PTO/PTA; Digital service provider (specify if SME); Association; General Public; Other (specify).

3.2. Pilot management and testing implementation

3.2.1. Activities and responsibilities

The following table lists the different steps - in form of consequent activities - that were envisaged for the testing of the pilot solution components.

For each testing activity, the expected results to be achieved are reported, together with the relevant KPI / target for the validation of the testing activity itself.

The last column reports on the status of the testing activity and the respective KPI / expected result by 30 June 2025 (Progress report).

#	Testing activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Testing and validation of the zoning for the visualization of the potential weak demand analysis (pilot action “g”)	Validation of the zoning used in the interactive dashboard, developed under action g), with the associated partner CMBO. Confirmation of the appropriate level of representation for the visualization of the potential weak demand analysis. Collecting of feedback to refine the framework as needed.	Zoning validated for accurate representation in the interactive dashboard.	Result achieved. The zoning (pilot action “g”) was validated by SRM with the associated partner CMBO, confirming the zoning level.
2	Testing and validation through the LL stakeholder meeting of the study on the integration of DRT services into the public transport supply and into a MaaS system (pilot action “a”)	Presentation of the study developed under action a) during the 3rd LL stakeholder meeting for validation to the technical stakeholders (IT and MaaS provider, PT operators). Gathering of insights and feedback towards further refinement of the study.	Study on the integration of DRT services into the public transport supply and into a MaaS system validated by technical stakeholders. Potential KPIs: – Level of data sharing (ref. D3.1.1 Annex 4);	Result achieved. The study pilot action “a”), which was validated during the 3rd LL stakeholder meeting, includes a set of KPIs to monitor the integration of DRT within the PT. Namely:



#	Testing activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
			- Level of service integration (ref. D3.1.1 Annex 4).	- User intermodality levels; - Number of DRT-PT interchanges; - O/D matrix analysis to assess functional connectivity.
3	Testing and validation through the LL stakeholder meeting of the first draft of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”)	Presentation of the first draft of the analysis (also called territorial diagnosis) developed under action b) during the 4th LL stakeholder meeting for validation to the stakeholders. Feeding of the territorial diagnosis through stakeholder discussion and validating what has been done so far.	First draft of the analysis of potential demand and definition of areas of weak demand at the metropolitan level validated.	Pending validation (ref. pilot action “b”) - to be conducted during 5th LL meeting on 1 July 2025.
4	Raising awareness about the DRT applicability and introduction to its integration with the PT	Introduction of the topic of DRT-PT integration, based on the reorganization of the PT during the 4th and 5th LL stakeholder meeting. Gathering of feedback from the stakeholders on which different type of DRT is best suited to the CMBO territory.	Comprehensive feedback gathered on DRT-PT integration, including insights into the most suitable types of DRT for the diverse needs and characteristics of the CMBO territory.	Pending - stakeholder feedback (ref. pilot action “d”) to be collected during 4 th and 5th LL meetings on 1 July 2025.
5	Testing and validation of the interactive dashboard for the visualization of the potential weak demand analysis (ref. pilot action “g”)	Testing of the interactive dashboard developed under activity g), which visualizes the O/D matrices derived from SIM data, with CMBO. Assessment of tool functionalities, including filtering capabilities and effectiveness in identifying weak demand areas and associated mobility patterns.	Interactive dashboard tested and validated.	Result achieved. The interactive dashboard (ref. pilot action “g”) was validated by SRM with the Associated Partner CMBO, confirming the tool’s ability to represent O/D matrices in a clear and functional way, enabling the identification of



#	Testing activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
		Collection of feedback to refine the dashboard and ensure it meets practical needs.		weak demand areas at the metropolitan level.
6	Testing and validation through the LL stakeholder meeting of the study on DRT costs and the possibility of their inclusion in the Contract of Service (ref. pilot action “c”)	Presentation of the study developed under action c) during the 5th LL stakeholder meeting with the stakeholders directly involved in the process (CMBO, RER and PT operators). Identification of the forms of financing and economic sustainability of the solution.	Study on DRT costs and the possibility of their inclusion in the Contract of Service validated. Potential KPI: – Cost of the service (ref. D3.1.1 Annex 4).	Pending validation (ref. pilot action “c”) - stakeholder feedback to be collected during 4th LL meeting on 1 July 2025.
7	Testing and validation through the LL stakeholder meeting of the final results of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”)	Presentation of the final results of the analysis developed under action b) during the 6th, and final, LL stakeholder meeting for final validation to the stakeholders. Collection of last-minute comments and suggestions.	Analysis of potential demand and definition of areas of weak demand at the metropolitan level validated.	Pending validation (ref. pilot action “b”) - stakeholder feedback to be collected during 5th LL meeting on 1 July 2025.
8	Testing and validation through the LL stakeholder meeting of the study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (ref. pilot action “d”)	Presentation of the approach and gathering ideas together with the stakeholders (e.g., strategies and actions, indicators for monitoring) for the study developed under activity d) during the 6th, and final, LL stakeholder meeting. Delineation of the path / form for DRT integration into the planning tools.	Ideas and inputs collected from stakeholders to feed into the final study from pilot action “d”.	Pending validation (ref. pilot action “d”) - stakeholder input to be collected during 6th LL meeting on 17 July 2025.
9	Testing through the LL stakeholder meeting of the	Presentation of the simulation of the tendering procedure for	Simulated PT tendering procedure validated by the stakeholders.	Pending validation (ref. pilot action “b” and “c”) -



#	Testing activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
	inclusion of DRT into the PT tendering procedure	Public Transport including DRT services during the 6th, and final, LL stakeholder meeting; final results from pilot actions b) and c) will be used as well. Identification of the areas for DRT service integration and alignment with PT offer, identification of sustainable and economically viable DRT solutions for future inclusion in the Contract of Service.		stakeholder feedback to be collected during 4th and 5th LL meetings on 1 July 2025.
10	Co-designed development and validation of the inputs to the study on potential integrations between demand assessment methodologies and city and metropolitan planning tools (ref. pilot action “d”)	Collection and discussion of ideas for the completion of the study being developed in action d), based on the input received during the 6th LL stakeholder meeting. Packaging of the final study and final internal validation.	Study on potential integrations between demand assessment methodologies and planning tools validated. Potential KPIs <ul style="list-style-type: none"> – DRT territorial coverage, passengers on peripheral lines (ref. D3.1.1 Annex 4); – Length of DRT network/number of bus stops (ref. D1.1.3); – N° of passengers (ref. D1.1.3); – N° of km driven (ref. D1.1.3); – Hours of availability of the service (ref. D1.1.3). 	Pending validation (ref. pilot action “d”) - stakeholder input to be collected during 6th LL meeting on 17 July 2025
11	Refinement of the analysis of potential demand and definition of areas of weak demand at the metropolitan	Incorporation of feedback and last-minute observation on the analysis developed under action b), based on the input received	Analysis of potential demand and definition of areas of weak demand at the metropolitan level validated.	Pending validation (ref. pilot action “b”) - stakeholder input to be collected during 6th LL



#	Testing activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
	level (ref. pilot action “b”)	during the 6th LL stakeholder meeting. Packaging of the analysis for official reporting and further use in the pilot.		meeting on 17 July 2025.

3.2.2. Focus on procurement

Since some of the Bologna pilot activities include sub-activities that cannot be carried out internally due to the need for strong IT expertise, SRM deemed it necessary to outsource the execution of those tasks while maintaining internal control and coordination of the work. For that reason, already in the AF it is foreseen a dedicated budget for contracting an external technical expert support. This budget covers activities to be carried out with the LL stakeholder group, a study on DRT and MaaS. The study focuses on integrating DRT in the public transport offer since the planning phase, on including it in the next PT procurement tender documents, and on including DRT into a MaaS system in the Metropolitan city of Bologna.

Following the AF, SRM set up a procurement process to contract such an external technical support to carry out those activities.

As recalled in chapter 3.1, the activities outlined in the DREAM_PACE project are synergistic with and closely related to those of the MIND - Mobility-Data-INsight project (funded by the "PR FESR Emilia Romagna 2021-2027" and of which SRM is a beneficiary), particularly in reconstructing mobility demand through data from mobile phone operators. Given this alignment, the MIND project's activities were included in the informal market survey, and it will contribute to the financing of the related specific tasks (in particular, pilot action “h” in the list in chapter 3.1.1).

The procurement procedure was awarded to GO-Mobility Srl, which is an engineering company that provides technical consulting services to businesses and local authorities, specialized in mobility and transport planning. Over the years, the company has gained extensive experience collaborating with public administrations and public transport agencies, offering analysis and decision-support tools for strategic mobility interventions and assisting in European projects. Their specialized expertise in MaaS and DRT integration is key to designing and executing the pilot activities successfully, ensuring high-quality and effective solutions tailored to the specific needs of the Bologna Living Lab.

Additionally, the collaboration with the MIND project strengthens the overall impact of the DREAM_PACE pilot. The integration of resources and data from both projects enhances the quality and scalability of the pilot.

The link among the pilot components and the activities detailed in the procurement is clarified in chapter 3.1.

It is noted that there are a few considerations that must be taken into account during the rolling out of the activities to ensure their successful implementation:

- Data accessibility and quality: the success of the MaaS and DRT integration depends on the availability and quality of mobility data. Timely and reliable access to this data is crucial to ensure that the pilot activities meet the project’s goals;



- Stakeholder engagement: the effective management of the LL stakeholder group is vital to guide the pilot activities. Ensuring active and productive participation from the stakeholders will enhance the relevance and success of the proposed solutions;
- Stakeholder perception on DRT services: stakeholders and target groups might perceive the adoption of DRT as a downgrade with respect to traditional scheduled services. Effective communication activities can increase awareness of the potential of DRT solutions;
- Timely implementation of activities: given the complexity of the tasks it is important to ensure that all activities are implemented within the planned timeframe. Close coordination and monitoring will help to address any potential delays and keep the project on track.

3.2.3. Timeline

The following table refers to the activities described above (see Activities and Responsibilities table) and outlines the timeline for their implementation and any deviations that occurred during the reporting period.

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
1	Study on the integration of DRT services into the public transport supply and into a MaaS system (ref. pilot action “a”)	01/10/2024	28/02/2025	Real end: 07/03/2025
2	Identification of potential weak demand by analysis and geographic visualization of the O/D matrix starting from telephone SIM data (ref. pilot action “g”)	01/10/2024	30/04/2025	Real end: 10/06/2025
3	Testing and validation of the zoning for the visualization of the potential weak demand analysis (ref. pilot action “g”)	01/11/2024	30/11/2024	No deviations
4	Testing and validation of the study on the integration of DRT services into the public transport supply and into a MaaS system (ref. pilot action “a”) through the LL stakeholder meeting	01/03/2025	31/03/2025	Real end: 03/04/2025
MI	Study on the integration of DRT services into the public transport supply and MaaS system validated (ref. action “a”)	N.A.	31/03/2025	Real end: 03/04/2025
MR	Media release in coincidence with the 3rd LL Stakeholder Meeting	01/03/2025	31/03/2025	Real end: 16/04/2025



#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
5	Analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”)	01/01/2025	30/06/2025	Activity still pending at 30/06/2025 - Validation expected through the 5th LL meeting, planned for 01/07/2025
6	Testing and validation of the first draft of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”) through the 5th LL stakeholder meeting	01/04/2025	30/04/2025	Activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025
7	Raising awareness about the DRT applicability and introduction to its integration with the PT	01/03/2025	30/04/2025	Activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025
8	Testing and validation of the interactive dashboard for the visualization of the potential weak demand analysis (ref. pilot action “g”)	TDB (indicative 01/04/2025)	TDB (indicative 30/04/2025)	Real end: 11/06/2025
9	Study on DRT costs and the possibility of their inclusion in the Contract of Service (ref. pilot action “c”)	01/01/2025	31/03/2025	Real end: 30/05/2025
10	Testing and validation of the study on DRT costs and the possibility of their inclusion in the Contract of Service (ref. pilot action “c”) through the LL stakeholder meeting	01/05/2025	31/05/2025	Activity still pending at 30/06/2025 - 4th LL stakeholder meeting planned for 01/07/2025
11	Testing and validation of the final results of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”) through the LL stakeholder meeting	01/06/2025	30/06/2025	Activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025
12	Presentation of the approach and gathering ideas for the study on potential integrations between demand assessment methodologies	01/05/2025	31/05/2025	Activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025



#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
	and parameters and city and metropolitan planning tools (ref. pilot action “d”), through the 5th LL stakeholder meeting			
13	Simulation of a tendering procedure for Public Transport including DRT services	01/06/2025	30/06/2025	Activity not started by 01/06/2025, foreseen by 31/08 - Recommendations on how to develop a PT tendering procedure integrating DRT services are planned to be validated during the 4th and 5th LL meetings.
MI	Analysis of potential demand and weak demand areas at the metropolitan level (including the replicable methodology, preliminary TPL service network, and identification of DRT demand) validated (ref. action “b”)	N.A.	30/06/2025	Foreseen on 01/07/2025
MR	Media release in coincidence with the 6th (and last) LL Stakeholder Meeting	01/06/2025	30/06/2025	Foreseen after 17/07/2025
14	Co-designed development and validation of the inputs to the study on potential integrations between demand assessment methodologies and city and metropolitan planning tools (ref. pilot action “d”)	01/07/2025	31/07/2025	No deviations
15	Refinement of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”)	01/07/2025	31/07/2025	No deviations
MI	Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (i.e., SUMP) validated (ref. pilot action “d”)	N.A.	31/08/2025	No deviations



#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
PM	3 rd LL stakeholder meeting	N.A.	March 2025	Real date: 03/04/2025
PM	4 th LL stakeholder meeting	N.A.	Apr 2025	Foreseen on 01/07/2025 - 4th LL stakeholder meeting planned for 01/07/2025
PM	5 th LL stakeholder meeting	N.A.	May 2025	Foreseen on 01/07/2025 - 5th LL stakeholder meeting planned for 01/07/2025
PM	6 th LL stakeholder meeting	N.A.	June 2025	Foreseen on 17/07/2025 - 6th LL stakeholder meeting planned for 17/07/2025
PR	Peer Review on the tested solution component with Project Partners	01/06/2025	31/08/2025	No deviations

*Milestones and other:

MI: Milestone (only has and end/achievement date)

MR: Media Release (please plan one at the beginning and one at the end of the pilot tests, and if relevant in correspondence of the milestone achievements)

PM: Periodic meeting (can be LL meetings with the stakeholders in order to launch/monitor/fine tune the tests)

PR: Peer Review of the tested solution component (with one or more project/associate partners)

3.2.4. Analysis of deviations

The following table provides a detailed explanation of the deviations to the timeline as identified in the table above, specifying their severity level and the adaptation or mitigation measures implemented where applicable.

Deviation	Severity*	Adaptation/Mitigation measure
Activity #1 - Study on the integration of DRT services into the public transport supply and into a MaaS system (ref. pilot action "a"): real end: 07/03/2025, delay 7 days. This delay is due to the complexity of the topics addressed and the resulting additional time required by the external technical support partner to finalize the study.	1 - low	The final study was delivered on 07/03/2025, with sufficient time for review, discussion, and validation within the planned project activities. Given the limited extent of the delay, no further adaptation measures were required, and the overall timeline of the pilot remained unaffected.
Activity #2 - Identification of potential weak demand by analysis and geographic visualization of the O/D matrix starting from telephone SIM data (ref. pilot action "g"): real end 10/06/2025, delay 1 month and 10 days.	1 - low	SRM (and the technical partner GO-Mobility) reorganised the timeline of the LL activities by overlapping part of the work related to this activity with the preparation of the subsequent activities. Additional effort was dedicated to accelerating the validation of outputs once the



Deviation	Severity*	Adaptation/Mitigation measure
<p>This delay is due to the late availability of data for the reference months of the analysis (in particular October 2024), which required additional time to finalise and consolidate the work.</p>		<p>data became available. As a result, the updated data allowed for a more accurate interpretation and increased the robustness of the final output. The updated LL timeline remained aligned with the overall project schedule.</p>
<p>Activity #4 - Testing and validation of the study on the integration of DRT services into the public transport supply and into a MaaS system (ref. pilot action “a”) through the LL stakeholder meeting: real end 03/04/2025, delay 3 days.</p> <p>This delay is a direct consequence of the postponement in the delivery of the study, as described in Activity #1. The validation phase was therefore rescheduled accordingly.</p>	1 - low	<p>The validation through the 3rd LL stakeholder meeting was postponed to the beginning of the following month (03/04/2025). The short delay of three days did not require any specific mitigation measures. The updated timeline remained aligned with the overall project schedule.</p>
<p>MI - Study on the integration of DRT services into the public transport supply and MaaS system validated (ref. action “a”): real end 03/04/2025, delay 3 days.</p> <p>This delay is a direct consequence of the deviation reported for activity #4.</p>	1 - low	Ref. activity #4
<p>MR - Media release in coincidence with the 3rd LL Stakeholder Meeting: real end 16/04/2025, delay 16 days.</p> <p>This delay is a direct consequence of the deviation reported for activity #4.</p>	1 - low	Ref. activity #4
<p>Activity #6 - Testing and validation of the first draft of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”) through the 5th LL stakeholder meeting: Activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025.</p> <p>This delay is also due to the complexity of the analysis and the additional time needed by the external technical support partner to complete the first draft, as well as a reorganization of the work timeline between pilot actions b) and c) in the Bologna pilot. As a result, the 5th</p>	1 - low	<p>Since the validation through the LL stakeholder meeting was postponed to the month of July, it was decided to proceed directly with the validation of the final results of the analysis (ref. activity #11), integrating feedback collection into a single step. This mitigation measure simplifies the process but requires extra coordination to make sure stakeholders could provide input within a shorter timeframe. The updated timeline remained aligned with the overall project schedule.</p>



Deviation	Severity*	Adaptation/Mitigation measure
LL stakeholder meeting was postponed accordingly.		
<p>Activity #8 - Testing and validation of the interactive dashboard for the visualization of the potential weak demand analysis (ref. pilot action “g”): real end 11/06/2025, delay 1 month and 11 days.</p> <p>This delay is a direct consequence of the postponement of activity #2. The validation phase was therefore rescheduled accordingly.</p>	1 - low	SRM coordinated closely with CMBO to reschedule this validation immediately after the completion of Activity #2. Additional effort was dedicated to performing testing and feedback collection efficiently. The updated timeline remained fully aligned with the overall project schedule, and no further mitigation measures were required.
<p>Activity #9 - Study on DRT costs and the possibility of their inclusion in the Contract of Service (ref. pilot action “c”): real end 30/05/2025, delay 2 months.</p> <p>This delay is due to the complexity of the analysis and the additional time needed by the external technical support partner to complete the first draft, as well as a reorganization of the work timeline between pilot actions b) and c) in the Bologna pilot.</p>	1 - low	The work timeline for pilot actions b) and c) was adjusted to take into account the extended drafting time needed for the related studies, while some activities were carried out in parallel to maintain progress. The coordination with the external technical support partner GO-Mobility was reinforced to secure delivery of the study on 30/05/2025, leaving sufficient time for review, discussion, and validation within the planned project activities.
<p>Activity #10 - Testing and validation of the study on DRT costs and the possibility of their inclusion in the Contract of Service (ref. pilot action “c”) through the LL stakeholder meeting: activity still pending at 30/06/2025 - 4th LL stakeholder meeting planned for 01/07/2025.</p> <p>This delay is a direct consequence of the postponement in the delivery of the study, as described in Activity #9. The validation phase was therefore rescheduled accordingly.</p>	1 - low	The validation of this study through the LL stakeholder meeting was postponed to the month of July, thus also creating the opportunity to organize the 4th and 5th meetings on the same day. This is also expected to facilitate the involvement of relevant stakeholders common to both sessions, while requiring additional organisational effort in preparing and managing two consecutive LL meetings. The updated timeline remained aligned with the overall project schedule.
<p>Activity #11 - Testing and validation of the final results of the analysis of potential demand and definition of areas of weak demand at the metropolitan level (ref. pilot action “b”) through the LL stakeholder meeting: activity still pending at 30/06/2025 - 5th LL</p>	1 - low	This validation through the LL stakeholder meeting was postponed to the month of July, creating the opportunity to organize the 4th and 5th meetings on the same day. This is also expected to facilitate the involvement of relevant stakeholders common to both sessions, while requiring additional organisational effort in preparing and managing two consecutive LL



Deviation	Severity*	Adaptation/Mitigation measure
<p>stakeholder meeting planned for 01/07/2025.</p> <p>This delay is due to the complexity of the analysis and the additional time needed by the external technical support partner to complete the first draft, as well as a reorganization of the work timeline between pilot actions b) and c) in the Bologna pilot.</p>		<p>meetings. The updated timeline remained aligned with the overall project schedule.</p>
<p>Activity #12 - Presentation of the approach and gathering ideas for the study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (ref. pilot action “d”), through the 5th LL stakeholder meeting: activity still pending at 30/06/2025 - 5th LL stakeholder meeting planned for 01/07/2025.</p>	1 - low	<p>The activity was postponed in alignment with the rescheduling of the 5th LL stakeholder meeting. The revised timing supports continuity with the validation of the final study (ref. activity #14).</p>
<p>Activity #13 - Simulation of a tendering procedure for Public Transport including DRT services (activity not started by 1/6)</p>	1 - low	<p>Given the progress of the Bologna pilot and the related studies (ref. pilot actions “b” and “c”), it is planned to implement the Recommendations on how to develop a PT tendering procedure integrating DRT services. These recommendations are foreseen to be validated during the 4th and 5th LL meetings.</p>
<p>MI - Analysis of potential demand and weak demand areas at the metropolitan level (including the replicable methodology, preliminary TPL service network, and identification of DRT demand) validated (ref. action “b”): foreseen on 01/07/2025.</p> <p>This delay is a direct consequence of the deviation reported for activity #11.</p>	1 - low	<p>Ref. activity #11.</p>
<p>MR - Media release in coincidence with the 6th (and last) LL Stakeholder Meeting: foreseen after 17/07/2025.</p> <p>This delay is a direct consequence of the rescheduling of the 6th LL stakeholder meeting.</p>	1 - low	<p>The delay is absorbed within the revised timeline of the LL activities and do not affect the dissemination objectives. Given the limited extent of the deviation, no specific mitigation measures are required.</p>
<p>PM - 3rd LL stakeholder meeting: real end 03/04/2025, delay 3 days.</p>	1 - low	<p>The validation through the 3rd LL stakeholder meeting was postponed to the following month. The short delay of three days did not require</p>



Deviation	Severity*	Adaptation/Mitigation measure
Since the LL meetings are scheduled to coincide with the results of the pilot activities, this delay is due to the late completion of key technical materials required for discussion.		any specific mitigation measures. The updated timeline remains aligned with the overall project schedule (ref. activity #4).
PM - 4 th LL stakeholder meeting: foreseen on 01/07/2025. Since the LL meetings are scheduled to coincide with the results of the pilot activities, this delay is due to the late completion of key technical materials required for discussion.	1 - low	The validation through the LL stakeholder meeting was postponed to the month of July, creating the opportunity to organize the 4th and 5th meetings on the same day. This is also expected to facilitate the involvement of relevant stakeholders common to both sessions, while requiring additional organisational effort in preparing and managing two consecutive LL meetings. The updated timeline remained aligned with the overall project schedule (ref. activity #10).
PM - 5 th LL stakeholder meeting: foreseen on 01/07/2025. Since the LL meetings are scheduled to coincide with the results of the pilot activities, this delay is due to the late completion of key technical materials required for discussion.	1 - low	The validation through the LL stakeholder meeting was postponed to the month of July, creating the opportunity to organize the 4th and 5th meetings on the same day. This is also expected to facilitate the involvement of relevant stakeholders common to both sessions, while requiring additional organisational effort in preparing and managing two consecutive LL meetings. The updated timeline remained aligned with the overall project schedule (ref. activity #6 and #11).
PM - 6 th LL stakeholder meeting: foreseen on 17/07/2025. Since the LL meetings are scheduled to coincide with the results of the pilot activities, this delay is due to the late completion of key technical materials required for discussion.	1 - low	The validation through the LL stakeholder meeting was postponed to July, using the meeting to validate the inputs to the study on potential integrations between demand assessment methodologies and city and metropolitan planning tools (ref. pilot action “d”). Additional coordination is planned to ensure all materials are ready for the final meeting. The updated timeline remained aligned with the overall project schedule (reference to activity #14).

* 1 - low; 2 - moderate; 3 - high; 4 - very high



3.3. Results of peer-review and alignment actions by 30 June 2025

#	Peer reviewer contribution / input	Description	Consequent alignment in the pilot activities
1	Redmint, Dyvolve, and TUB	Review of deliverable D1.3.2 Report on the progress of pilot 1.1 local testing activities	Approval of contents and planned activities.
2	BKK and SDC	BKK and SDC are designated as peer reviewers for the tested solution component; however, their review activities have not yet started.	N.A.



4. Budapest

4.1. The pilot testing elements

Pilot: 1.1 GOVERNANCE AND PLANNING of INTEGRATED DRT public transport in a MaaS logic for peripheral and low demand areas

Pilot area: 16th district, Budapest, Hungary

Peer reviewers: SRM

4.1.1. The solution components to be tested

The new flexible Demand Responsive Transport (DRT) system in Budapest is planned to serve a mixed-use residential area, located in the eastern part of the 16th district of the city, with approximately 2.500-3.000 inhabitants. The designated area is currently underserved by public transport (PT) services and does not feature any specific trip-attracting facilities; however, a supermarket opened at the beginning of 2025 that attract more people to the territory. The neighbourhood is surrounded by a main road, where regular bus services are currently operating, and by a suburban railway line, which leads to a nearby suburban town, Csömör. Nevertheless, despite the existing PT connections, the large distances that are required to get to the locations of the stops make these transport links uncompetitive and uncomfortable for a huge proportion of residents in the area, like the elderly population. As a result, car dependency within the territory is remarkable and serves as the dominant transport mode.

The components of the Budapest pilot are structured as follows.

Component 1: Strategic approach for DRT in PT, transforming traditional lines in DRT and designing new DRT in developing areas. The component focuses on testing new regulations related to DRT systems. In Hungary, transport infrastructural elements, such as stops, need to meet various infrastructural requirements in order to be approved by certain authorities. Although BKK Budapesti Közlekedési Központ (BKK Centre for Budapest Transport) has introduced the so-called “simplified boarding points” in existing DRT services, the company aims to elaborate and test new solutions to make DRT systems more flexible. As part of the project, BKK developed more simplified stop points, where - due to the flexibility of the new DRT service - vehicles are enabled to approach them from different directions (at crossings), and thus no designated stopping areas would be established. The area of the stop would be marked with a single sign consisting of all necessary information about its operation.

Component 2: Business model for flexible management of DRT-PT - provided by AG/Redmint (Pavia Oltrepò). The business planning tool will help to plan the opportunity costs for the DRT service in low demand areas. A test with abstract data should allow the validation of the model. The pilot will choose the test line but it should work in different contexts. The evaluation model needs to be validated with an existing service or a new one. This evaluation model will be shared by Redmint, which should be validated by BKK, highlighting the importance of this validation process. BKK will test the model on an existing or new DRT/PT service in Budapest and share the results with AG/Redmint to finalise the model. However, since BKK does not yet know how the model will work, the specific DRT/PT service for testing has not been determined.



4.1.2. Stakeholders' involvement, competences and role

The following table provides an overview of the stakeholders involved in the pilot until 30 June 2025, outlining their main competences, roles, and specific contributions to the activities carried out during this period.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
PTA	BKK Centre for Budapest Transport Transport organising authority of the Municipality of Budapest and aims to coordinate the transport processes.	Competences: planning and developing PT systems, contracting transport services, organising traffic in the city, maintaining municipality owned public roads. Role: pilot responsible, decision maker. Contribution to the pilot: it is the main pilot partner. It contributes through designing, strategic decision-making and organising the new DRT service.	Involvement - Several departments of BKK are working on the development of the new DRT system with flexible route and its regulatory and infrastructure requirements. Several departments of BKK participated in all Living Lab (LL) meetings: <ul style="list-style-type: none"> • LL1 - 12/09/2023 • LL2 - 04/03/2024 • LL3 - 06/08/2024 • LL4 - 14/10/2024 • LL5 - 22/05/2025
SME	Mobilissimus Mobility planning and consultancy company.	Competences: research, planning and consultancy in the field of sustainable urban mobility for public and private clients. Role: expert and advisor. Contribution to the pilot: co-design process, design and analysis research to gather more information about the potential demands for the planned DRT service.	Involvement - Mobilissimus collaborated in the design process of the pilot, in the research, sharing previous experiences, especially regarding the design of boarding points. Mobilissimus participated in all LL meetings: <ul style="list-style-type: none"> • LL1 - 12/09/2023 • LL2 - 04/03/2024 • LL3 - 06/08/2024 • LL4 - 14/10/2024 • LL5 - 22/05/2025
Local Authority	Municipality of the 16 th district of Budapest The 16th District of Budapest is a suburban area located in the northeastern part of the Hungarian capital, which is currently	Competences: the pilot area is located in the 16 th district of Budapest, which is governed by the local municipality. Role: local authority. Contribution to the pilot: provides support in potential barriers, which are required	Involvement - contribution in the planning process of the development of the new DRT line and in social engagement activities. The Municipality of the 16 th district of Budapest participated in 3 LL meetings:



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	underserved by PT services.	to be abolished to carry out the project.	<ul style="list-style-type: none"> LL3 - 06/08/2024 LL4 - 14/10/2024 LL5 - 22/05/2025
Infrastructure and service provider	<p>BKV Budapest Transport Privately Held Corporation</p> <p>BKV is the main public transport operator in Budapest. It functions as one of the subcontractors of BKK. Its tasks include the responsibility to operate certain services by providing vehicles and operational support.</p>	<p>Competences: expertise in operating services.</p> <p>Role: transport operator.</p> <p>Contribution to the pilot: hold the responsibility to operate the new DRT service (vehicle, bus drivers).</p>	<p>Involved - procurement of the minibus which will serve the new DRT line and tested the vehicle in the pilot area. BKV participated in 3 LL meetings and provided the minibus and drivers to the site visits:</p> <ul style="list-style-type: none"> LL1 - 12/09/2023 LL3 - 06/08/2024 LL5 - 22/05/2025
Other (University)	Budapest University of Technology and Economics (BME) - Faculty of Transport Engineering and Vehicle Engineering	<p>Competences: academic knowledge and practices among designing transport systems.</p> <p>Role: potential advisor.</p> <p>Contribution to the pilot: provides academic perspectives to transport solutions.</p>	<p>Involved - BME contributed to the scenario development, academic knowledge transfer related to the DRT systems. BME participated in 2 LL meetings:</p> <ul style="list-style-type: none"> LL1 - 12/09/2023 LL2 - 04/03/2024
General Public	<p>Residential community in the pilot area</p> <p>More than 300 participants from the pilot area.</p>	<p>Competences: experience, opinions about local transport.</p> <p>Role: residential advisor.</p> <p>Contribution to the pilot: participates in the public consultation and complete the online survey, with the results contributing to the design of the new DRT line.</p>	<p>Involved - public consultation (LL4) in person (around 50 participants) and via online/paper-based survey (more than 300 responses) related to the planned DRT system.</p>
Infrastructure and service provider	MÁV-HÉV Zrt. (From 1 January 2025, integrated into MÁV Passenger Transport Ltd.)	<p>Competences: transport co-operator.</p> <p>Role: potential collaboration in the project. Since the suburban railway lines that</p>	<p>(Slightly) Involved - informed them about the new DRT line. The new DRT line will connect the pilot area with the suburban</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	It operates the five suburban railway lines in Budapest.	<p>the DRT service aims to feed are operated by MÁV-HÉV Zrt., cooperation may be required.</p> <p>Contribution to the pilot: collaborates and provides information from the DRT planning. The new DRT line will start and end at Cinkota HÉV station, and will connect to suburban railway lines to provide transfer possibilities.</p>	railway (HÉV), operating as a shuttle service synchronised with the suburban railway departures and arrivals.
Other (Sectorial agency)	<p>KTI Hungarian Institute of Transport Sciences and Logistics</p> <p>KTI supports the transport administration and the decisions of the sectoral actors with data, studies and preparatory material.</p>	<p>Competences: good practices and knowledge among designing transport systems.</p> <p>Role: potential advisor.</p> <p>Contribution to the pilot: DRT planning - suggestions, good practices.</p>	(Slightly) Involved - Keeping up to date them with the project via the Newsletters.
Other (Authority)	<p>Ministry of Construction and Transport - Transport Authority - Bus Market Surveillance and Passenger Rights Authority of Hungary</p> <p>Bus supervisor and coach market in Hungary.</p>	<p>Competences: perform tasks specified in the law in the given fields with national competence.</p> <p>Role: legal issues advisor.</p> <p>Contribution to the pilot: consultation on legal issues related to simplified boarding points.</p>	<p>Involved - Contribution and approval in the regulatory of the boarding points.</p> <p>In details: DRT boarding and alighting points do not require built infrastructure such as shelters or designated bus bays. Instead, they are identified by simplified “Telebus” signs, which do not qualify as standard traffic signs under the Hungarian Road Traffic Code (KRESZ). To distinguish them from traditional stops, we call them boarding and alighting points. These simplified signs indicate the location where passengers may board or alight on demand.</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
			<p>For flexible-route DRT, the same type of simplified stops are applied, but with added considerations due to the variability of vehicle approach directions. Because vehicles may arrive from multiple directions, stops are located near crossings, one per crossings.</p> <p>The Authority contributed to the development of the above regulations.</p>
SME	<p>realCity ITS Ltd.</p> <p>realCity is a Budapest-based company specializing in innovative, cloud-based public transport management and passenger information systems.</p>	<p>Competences:</p> <p>Developing modular public transport software solutions, cloud-based architecture, end-to-end system integration.</p> <p>realCity has played a key role in developing Budapest's FUTÁR system and has deployed full-stack solutions in cities like Szombathely. They also contribute to national platforms like utas.hu and are involved in European innovation projects supporting electric bus operations and sustainable urban mobility.</p> <p>Role: external contractor</p> <p>Contribution to the pilot: developing the IT system for the new DRT service with flexible route planning</p>	<p>Involved - realCity is developing the IT system for the new DRT service with flexible route planning. The Contract was signed on 9 May 2025. realCity participated in 1 LL meeting:</p> <ul style="list-style-type: none"> LL5 - 22/05/2025

*Stakeholder types: National/Regional/Local Authority; PTO/PTA; Digital service provider (specify if SME); Association; General Public; Other (specify).



4.2. Pilot management and testing implementation

4.2.1. Activities and responsibilities

The following table lists the different steps - in form of consequent activities - that are envisaged for the testing of the pilot solution components.

For each testing activity, the expected result to be achieved is reported, together with the relevant KPI / target for the validation of the testing activity itself.

The last column reports the status of the testing activity and the respective KPI / expected result by 30 June 2025 (Progress report).

#	Testing Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Planning process	Designing and planning the technical description of the flexible DRT system, selecting the appropriate location (pilot area).	Technical description of the planned DRT system finalized.	Result achieved. The technical description was completed in January 2025.
2	Social engagement activities	Engaging the local authorities and local citizens by organising an on-site public consultation and a social consultation (in a survey form) that enabled to share their opinion and demands regarding the planned service.	Actual public demands for the planned DRT service identified through the results of the social consultation, that help to shape the system.	Result achieved. On-site public consultation was held in the pilot area on 14 October 2024 and the survey process was completed in November 2024.
3	Consultation with the authorities	Consulting with authorities on legal issues related to the DRT system, related to the elaboration of simplified boarding points.	Amendment of the Terms of Service finalized.	Result achieved. The BKK's terms and conditions have been updated with the regulatory of the simplified boarding points on 5 January 2025.
4	Implementation of the DRT service	Launching the DRT service for a designated test period.	Testing of the service initiated.	Pending. The new DRT service with flexible route will start on 1 August 2025.
5	Testing of the DRT-PT model	Testing of the business planning tool developed by AG/Redmint for flexible management of DRT-PT.	DRT-PT model tested.	Pending. No progress has been made. BKK has not yet received the model from the PP for testing and validation.



4.2.2. Timeline

The table below refers to the activities described above (see Activities and Responsibilities table) and outlines the timeline for their implementation, as well as any deviations that occurred during the reporting period.

#*	Activity/ Milestone/other	Start	End/ Achievement	Deviations
1	Planning process of the system	03/2023	11/2024	+3 months
2	Social engagement activities	05/2024	02/2026	No deviations
MI	Online public consultation (survey)	09/10/2024	13/11/2024	No deviations
3	Consultation with the authorities	09/04/2024	09/04/2024	No deviations
4	Implementation of the DRT service	11/2024	11/2025	+9 months Start: foreseen on 01/08/2025 End: foreseen on 31/01/2026
5	Testing of the DRT-PT model	15/05/2025	30/06/2025	Activity not started by 30/6
PM	1st LL meeting: Local Workshop		12/09/2023	No deviations
PM	2nd LL meeting: Scenario Development Workshop		04/03/2024	No deviations
PM	3rd LL meeting: Site-visit and testing the area to be served in a collaboration with the local authorities		06/08/2024	No deviations
MI/PM	4th LL meeting: On-site public consultation for the citizens of the pilot area		14/10/2024	No deviations
PM	5th LL meeting: Testing the new minibus (specifically purchased for the pilot project) in the pilot area		22/05/2025	No deviations
PM	6th LL meeting: Experiences of the DRT service running		11/2025	No deviations
MR	Media release about the planned flexible DRT service	01/10/2024	31/10/2024	No deviations
MR	Media release about the start of the DRT service operation	11/2024	11/2024	+9 months Foreseen on 08/2025



#*	Activity/ Milestone/other	Start	End/ Achievement	Deviations
MR	Media release about the end of the DRT service operation	15/01/2026	15/02/2026	No deviations

*Milestones and other:

MI: Milestone (only has an end/achievement date)

MR: Media Release (please plan one at the beginning and one at the end of the pilot tests, and if relevant in correspondence of the milestone achievements)

PM: Periodic meeting (can be LL meetings with the stakeholders in order to launch/monitor/fine tune the tests)

PR: Peer Review of the tested solution component (with one or more project/associate partners)

4.2.3. Analysis of deviations

The following table provides a detailed explanation of the deviations to the timeline as identified in the table above, specifying their severity level and the adaptation or mitigation measures implemented where applicable.

Deviation	Severity*	Adaptation/Mitigation measure
Activity #1 - Planning process of the system (+3 months): this postponement is due to the need to redesign the original planned technical specification of the new DRT system. (See the detailed reasons in D2.3.2 Report on the progress of pilot 2.1 local testing activities”, Chapter 4.2.2 Focus on procurement process).	2 - moderate	The duration of the pilot will be reduced from 12 months to around 5 months. Despite the delay, BKK (the pilot responsible) was able to develop a specification that was innovative and better adapted to the flexible route of the DRT service.
Activity #4 - Implementation of the DRT service (+9 months): this delay is due to delays of the planning process of the system and of the procurement process.	3 - high	The duration of the pilot will be reduced from 12 months to 5 months.
Activity #5 - Testing of the DRT-PT model	1 - low	BKK has not yet received the model from the PP for testing and validation.

* 1 - low; 2 - moderate; 3 - high; 4 - very high

4.3. Results of peer-review and alignment actions by 30 June 2025

In the case of the Budapest pilot, the peer review activities (SRM) have not yet started.



5. Pavia-Oltrepò

5.1. The pilot testing elements

Pilot: 1.1 GOVERNANCE AND PLANNING of INTEGRATED DRT public transport in a MaaS logic for peripheral and low demand areas

Pilot area: Oltrepò Pavese, Province of Pavia, Italy

Peer reviewers: SRM, CMBO (Associated Partner)

5.1.1. The solution components to be tested

In the Pavia region, Oltrepò is a mainly hilly rural area, composed by about 30 small municipalities, with a total population of approximately 63.000 inhabitants. Stradella is the main urban municipality of the area and the main travel destination from other municipalities: this is due to work reasons - thanks to the considerable development of all production sectors (especially logistics), to study reasons - thanks to the presence of secondary schools, and to leisure and shopping reasons - thanks to the presence of some commercial activities and an important market on a bi-weekly basis. The urban sprawl is a significant feature of the territory, and the car dependency is very high, with a motorisation rate of approximately 600 cars per thousand inhabitants.

DRT service is currently organized with free itineraries among a predefined set of 256 stops. During the booking phase, the passenger can choose the departure and arrival stops, and the desired departure or arrival time; the management system accepts the request and organizes the trip according to the availability of the buses. In the same area, in addition to the DRT service, there are some fixed lines that allow to reach other destinations outside the area, where interchange with the DRT service is possible.

The pilot has one sole component, that is detailed here below.

Component 1: New model for the identification of DRT services in the network, and for the analysis of economic performance and compensations. The business planning tool for flexible management of DRT-PT (tested of running services) is designed in order to support the planning of DRT services in low demand areas according to relevant territorial, socioeconomic and mobility data. The tool will be tested on existing services, to identify: a) the parameters to be taken in consideration for the identification of DRT suitable areas, b) the applicable DRT operational models, c) the optimal layout of flexible and scheduled options. The tool will be tested internally on defined areas and routes within the network, then validated by relevant stakeholders. A second round of testing will be conducted by the other partners involved in the pilot action (BKK, in case also SRM with desk data - to be decided upon data availability) for a comprehensive validation.

5.1.2. Stakeholders' involvement, competences and role

The following table provides an overview of the stakeholders involved in the pilot until 30 June 2025, outlining their main competences, roles, and specific contributions to the activities carried out during this period.

The stakeholders involved in this pilot testing action can be clustered in three main groups:

- Stakeholders with competences in public transport governance and planning, selected on a territorial scope basis (responsible in the testing area or other pilot areas);



- Stakeholders with competences in public transport operations, selected on a type of operational territory basis (responsible for services in low demand areas, with similar characteristics);
- Stakeholders with competences in digitalization and DRT, selected considering experiences and market scope (one is a SME with strong focus on phone market, one has experience at EU level and the third operates globally).

Their contribution has been useful to validate the planning approach from three different perspectives, and identify potential for improvement to be consolidated in the validated solution.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
PTA	Agenzia Trasporto Pubblico Locale Milano, Monza e Brianza, Lodi e Pavia - DREAM_PACE Associated Partner	Competences: public transport governance and planning. Role and contribution to the pilot: testing and validation.	Not involved - it has been decided that the Agency, informed about the development of the tool, will not be involved in its testing at pilot level as the tool is being developed from the PTO perspective, with data coming from the operations side.
PTO	Dolomiti Bus Public Transport Operator in the Province of Belluno.	Competences: Public transport operations. Role and contribution to the pilot: testing and validation.	Involved - in the validation of the key parameters, will be involved in the testing.
PTO	MOM Mobilità di Marca Public Transport Operator in the Province of Treviso.	Competences: Public transport operations. Role and contribution to the pilot: testing and validation.	Involved - in the validation of the key parameters, will be involved in the testing.
PTO	Cavourese Public Transport Operator in the Province of Torino.	Competences: Public transport operations. Role and contribution to the pilot: testing and validation.	Involved - in the validation of the key parameters, will be involved in the testing.
Digital service provider (SME)	Nemi - DREAM_PACE Associated Partner DRT IT service provider based in Spain and active in several EU countries.	Competences: Digitalization and DRT. Role and contribution to the pilot: testing and validation, international benchmarking.	Involved - in the validation of the key parameters, will be involved in the testing.



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Digital service provider	Padam - DREAM_PACE Associated Partner DRT IT service provider based in France, part of the Siemens group, active in several EU and extra EU countries.	Competences: Digitalization and DRT. Role and contribution to the pilot: testing and validation, international benchmarking.	Not involved in the testing (only one digital service provider has been chosen).
Digital service provider	VIA - DREAM_PACE Associated Partner Global DRT IT service provider, active in several EU and extra EU countries.	Competences: Digitalization and DRT. Role and contribution to the pilot: testing and validation, international benchmarking.	Involved - contribution to the validation of main parameters.
PTA/PTO	BKK BKK Centre for Budapest Transport Project Partner.	Competences: public transport governance and planning. Role and contribution to the pilot: testing and validation.	Future involvement - contribution to the testing.

*Stakeholder types: National/Regional/Local Authority; PTO/PTA; Digital service provider (specify if SME); Association; General Public; Other (specify).

5.2. Pilot management and testing implementation

5.2.1. Activities and responsibilities

The following table lists the different steps - in form of consequent activities - that are envisaged for the testing of the pilot solution components.

For each testing activity, the expected results to be achieved are reported, together with the relevant KPI / target for the validation of the testing activity itself.

The last column reports on the status of the testing activity and the respective KPI / expected result by 30 June 2025.



#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Preparation of the calculation model	The calculation model (excel) will be prepared with main parameters and functions, to be tested on different service scenarios and areas.	Model draft (version 1) developed.	Result achieved.
2	Internal testing of the calculation model on different service scenarios	Data collection and running of simulations in different areas and service scenarios.	Model draft (version 1) tested.	Result achieved.
3	Internal discussion of the results and fine tuning	Fine tuning of the model according to the results, and preparation for sharing with stakeholders	Second version of the model developed.	Result achieved.
4	Presentation of the model and testing results to at least 4 stakeholders (mobility experts/PTA/PTOs, platforms and discussion)	Bilateral meetings with stakeholders to present the results and validate the model.	Comments and recommendations by stakeholders on the second version of the model collected.	Pending - not yet started.
5	Update of the model	Adaptation of the model according to stakeholder feedback received.	Third version of the model developed.	Pending - not yet started.
6	Presentation for validation to other pilot partners	Project internal workshop to share model and results, and propose for further testing within the partnership.	Third version of the model validated.	Pending - not yet started.
7	Testing by partner	Testing by project partners on local use cases (BKK, in case SRM).	Third version of the model tested.	Pending - not yet started.
8	Finalization of the solution component	All feedback including testing results by other partners are processed to be translated into the solution.	Final version of the model developed.	Pending - not yet started.



5.2.2. Timeline

The following table below refers to the activities described above (see Activities and Responsibilities table) and outlines the timeline for their implementation, as well as any deviations that occurred during the reporting period.

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
1	Preparation of the calculation model	10/12/2024	28/02/2025	No deviations
1-MR	Media Release (social media) announcing the starting of tests		01/03/2025	Not performed
2	Internal testing of the calculation model on different service scenarios	01/03/2025	21/03/2025	No deviations
3	Internal discussion of the results and fine tuning	21/03/2025	28/03/2025	No deviations
3-MI	Version 2 of the model (to be validated by stakeholders)		07/04/2025	No deviations
4	Presentation of the model and testing results to at least 4 stakeholders (mobility experts/PTA/PTOs, platforms and discussion)	01/04/2025	21/04/2025	+3 months Postponed to July 2025
5	Update of the model	22/04/2025	08/05/2025	+2 months Postponed to July 2025
5-MI	Version 3 of the model (to be validated by project partners engaged in the pilot)		10/05/2025	+2 months Postponed to July 2025
6	Presentation for validation to other pilot partners	13/05/2025	14/05/2025	+3 months Postponed to August 2025
7	Testing by partners engaged in the pilot	15/05/2025	31/06/2025	+2 months Postponed to August 2025
8	Finalization of the solution component	01/07/2025	31/08/2025	No deviations
8-MI	Final version of the model		31/08/2025	No deviations

*Milestones and other:

MI: Milestone (only has an end/achievement date)

MR: Media Release (please plan one at the beginning and one at the end of the pilot tests, and if relevant in correspondence of the milestone achievements)

PM: Periodic meeting (can be LL meetings with the stakeholders in order to launch/monitor/fine tune the tests)

PR: Peer Review of the tested solution component (with one or more project/associate partners)



5.2.3. Analysis of deviations

The following table provides a detailed explanation of the deviations to the timeline as identified in the table above, specifying their severity level and the adaptation or mitigation measures implemented where applicable.

Deviation	Severity*	Adaptation/Mitigation measure
Activity #4 - Presentation of the model and testing results to at least 4 stakeholders (mobility experts/PTA/PTOs, platforms and discussion) (+2 months): further internal validation needed to make the model more usable to third parties	1 - low	Extra data and parameters are being collected and integrated in the model in order to improve its usability
Activity #5 and #5-MI - Version 3 of the model (to be validated by project partners engaged in the pilot) (+2 months): data from previous action will be integrated.	1 - low	The third version for testing will be consequently ready.
Activity #6 - Presentation for validation to other pilot partners (+3 months)	1 - low	Model will be shared as soon as available
Activity #7 - Testing by partners engaged in the pilot (+2 months)	1 - low	Thanks to the extra parameters and data integrated, the testing will require considerably less time

* 1 - low; 2 - moderate; 3 - high; 4 - very high

5.3. Results of peer-review and alignment actions by 30 June 2025

In the case of the Pavia-Oltrepò pilot, the feedback of the reviewers (SRM, CMBO) are not relevant at this stage.



6. Split-Dalmatia County

6.1. The pilot testing elements

Pilot: 1.1. GOVERNANCE AND PLANNING of INTEGRATED DRT public transport in a MaaS logic for peripheral and low demand areas

Pilot area: Split-Dalmatia County (SDC), Croatia

Peer reviewers: Redmint, SRM

6.1.1. The solution components to be tested

Split-Dalmatia County (SDC) is the largest county in the Republic of Croatia in terms of area. It includes the coastal region, islands (Brač, Hvar, Vis, and Šolta), and the hinterland (Dalmatian Zagora). According to the latest census, the county has a population of approximately 420.000. The highest population concentration is in coastal cities, while Dalmatian Zagora is less populated. The main economic activities are tourism, shipbuilding, trade, fishing, and agriculture. The SDC area includes 16 cities and 39 municipalities. Split is the largest city and administrative centre of the county. Public transport is traditionally organized. In the county area, transportation is still carried out based on issued permits. Ongoing projects aim to organize public transport in the county as a public service in accordance with Directive 1370/2007. Before DREAM_PACE, there was no DRT model in the county or anywhere else in the Republic of Croatia. The plan in the DREAM_PACE pilot is for the DRT service to meet the needs of different groups of residents with insufficient mobility options, especially socially vulnerable individuals, students, pensioners, persons with disabilities, or those with reduced mobility.

The DRT is being tested in the municipalities of Dugopolje and Dicmo and city of Trlj. Key objectives include improving accessibility and mobility in areas where traditional public passenger transport services do not exist due to low or occasional demand. In the regulatory area, activities through pilot testing focus on activities encompassing the tender process for the implementation of DRT solutions.

The pilot has one sole component, described here below.

Component 1: Tender Procedure for the Introduction of DRT Service (DRT dedicated tendering procedure - demonstrated on field). The goal of this activity is to design and implement a structured tender procedure for selecting a DRT service provider in a part of the SDC area. The focus of the activity is on efficiency, sustainability, and adaptability of the tender to local needs. The activity includes needs analysis and criteria definition, preparation of tender documentation, evaluation and selection of the service provider, as well as monitoring and evaluation after service implementation. These activities are tested during the tender process for the SDC pilot area. The proposed tender documentation emphasizes the requirements for the economic operator (a license authorizing the provision of public transport services in the Republic of Croatia) and experience in providing passenger public transport services. Among the conditions for technical capability, applicants had to demonstrate that they have an established information system with key components for providing DRT services and that they have at least two M2¹ category vehicles available. The vehicles should minimally meet technical specifications (passenger space cooling and heating, equipped with tablets, a platform for using the driver application, and connected to the information system

¹ M2 vehicles are motor vehicles designed for passenger transport with more than eight seats (excluding the driver) and a maximum weight not exceeding 5 tons. They are typically minibuses or small buses used for public or private transport.



for managing the micro-transport service). The contract lasts a total of six months under the 5+1 model, with the first month dedicated to the establishment and testing of the service itself.

6.1.2. Stakeholders' involvement, competences and role

The following table provides an overview of the stakeholders involved in the pilot until 30 June 2025, outlining their main competences, roles, and specific contributions to the activities carried out during this period.

The stakeholders involved in SDC pilot include local authorities (the municipalities of Dugopolje and Dicmo and city of Trilj), regional authorities, the selected DRT service provider, the Digital service provider, and the General Public. The local authorities are expected to collect basic information about the areas in need of DRT services and identify potential new areas in the future. The DRT service providers and digital service providers are expected to maintain a high level of professionalism in delivering the service and engage in continuous communication with the SDC monthly.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Local authorities	Municipality of Dugopolje Local administrative unit situated in the Split-Dalmatia County, Croatia. It is known for its strategic location between the city of Split and the inland regions, making it an important hub for both urban and rural connectivity.	Competences: direct insight into the needs of the population, infrastructural capabilities and information gathering (identifying the needs of the population). Role: stakeholder collaboration and DRT service promotion. Contribution to the pilot: evaluation of the service and its impact. It is expected to collect basic information on areas requiring DRT services and identify potential new locations for future expansion.	Involved - actively participating in creating inputs for the DRT service scenarios. In LL workshops: 1st workshop in person, Dugopolje, 7 December 2023 - Presentation of the DREAM PACE project: introduction to the main objectives and general information about the project and the DRT system, as well as potential pilot project areas. 2nd workshop in person, Dugopolje, 8 February 2024 - Identification of challenges and needs in the pilot area: identification of challenges and needs in the pilot project area. Analysis of proposed scenarios and SWOT analysis, assessment of strategic goals, indicators, expected impacts, and limitations in the pilot areas. 4th workshop online, Google Meet, 9 June 2024 - Presentation of the DRT pilot area in SDC: presentation of proposed routes and service structure for target areas, coordination of the next activities. Presentation of stops, DRT operating hours, required number of vehicles, and general implementation logistics.



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Local authorities	<p>Municipality of Dicmo</p> <p>Local administrative unit situated in the Split-Dalmatia County, Croatia. It is known for its strategic location between the city of Split and the inland regions, making it an important hub for both urban and rural connectivity.</p>	<p>Competences: direct insight into the needs of the population and infrastructural capabilities and information gathering (identifying the needs of the population).</p> <p>Role: stakeholder collaboration and DRT promotion.</p> <p>Contribution to the pilot: evaluation of the service and its impact. It is expected to collect basic information on areas requiring DRT services and identify potential new locations for future expansion.</p>	<p>Involved - in LL workshops:</p> <p>1st workshop in person, Dugopolje, 7 December 2023 - Presentation of the DREAM PACE project: introduction to the main objectives and general information about the project and the DRT system, as well as potential pilot project areas.</p> <p>2nd workshop in person, Dugopolje, 8 February 2024 - Identification of challenges and needs in the pilot area: identification of challenges and needs in the pilot project area. Analysis of proposed scenarios and SWOT analysis, assessment of strategic goals, indicators, expected impacts, and limitations in the pilot area</p> <p>4th workshop online, Google Meet, 9 June 2024 - Presentation of the DRT pilot area in SDC: presentation of proposed routes and service structure for target areas, coordination of the next activities, presentation of stops, DRT operating hours, required number of vehicles, and general implementation logistics.</p> <p>Not involved in promotional activities, nor in providing any inputs for improving the DRT service.</p>
Local authorities	<p>City of Trilj</p> <p>Local administrative unit situated in the Split-Dalmatia County, Croatia. It is known for its strategic location between the city of Split and the inland</p>	<p>Competences: direct insight into the needs of the population and infrastructural capabilities and information gathering (identifying the needs of the population).</p> <p>Role: stakeholder collaboration and DRT promotion.</p> <p>Contribution to the pilot: evaluation of the service and its impact. It is</p>	<p>Involved - in LL workshops:</p> <p>1st workshop in person, Dugopolje, 7 December 2023 - Presentation of the DREAM PACE project: introduction to the main objectives and general information about the project and the DRT system, as well as potential pilot project areas.</p> <p>2nd workshop in person, Dugopolje, 8 February 2024 - Identification of challenges and needs in the pilot area: identification of challenges and needs in the pilot project area. Analysis of</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	regions, making it an important hub for both urban and rural connectivity.	expected to collect basic information on areas requiring DRT services and identify potential new locations for future expansion.	<p>proposed scenarios and SWOT analysis, assessment of strategic goals, indicators, expected impacts, and limitations in the pilot area.</p> <p>4th workshop online, Google Meet, 9 June 2024 - Presentation of the DRT pilot area in SDC: presentation of proposed routes and service structure for target areas, coordination of the next activities. Presentation of stops, DRT operating hours, required number of vehicles, and general implementation logistics.</p> <p>Not involved in promotional activities, nor in providing any inputs for improving the DRT service.</p>
PTO	<p>Joint venture FROM CITY TO CITY (Simple LLC) and LENDIĆ,</p> <p>DRT service provider in the Dugopolje and Dicmo area. He will be selected through a public tender. It is essential for the successful operation of the service as it provides transport infrastructure, vehicles, and drivers, ensuring the service is adapted to users.</p>	<p>Competences: ensuring vehicles and drivers, using digital platforms.</p> <p>Role: providing the service to users, adapting the service to users.</p> <p>Contribution to the pilot: increasing transport availability in low-demand areas. It is expected to maintain a high level of professionalism in delivering the service and maintain continuous communication with the SDC on a monthly basis.</p>	<p>Involved - actively engaged in providing inputs to the software solution provider, involved in promotional activities, maintaining daily communication with DRT service users, and creating monthly reports on activities carried out as part of the pilot project.</p> <p>Involved through LL workshops:</p> <p>1st workshop in person, Dugopolje, 7 December 2023 - Presentation of the DREAM PACE project: introduction to the main objectives and general information about the project and the DRT system, as well as potential pilot project areas.</p> <p>2nd workshop in person, Dugopolje, 8 February 2024 - Identification of challenges and needs in the pilot area: identification of challenges and needs in the pilot project area. Analysis of proposed scenarios and SWOT analysis, assessment of strategic goals, indicators, expected impacts, and limitations in the pilot areas.</p> <p>5th workshop, online, Google meet, 7 April 2025 - Inputs for the development of DRT application solutions: the</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
			<p>request of the software provider, inputs were provided regarding the application's visual identity, route names and other organizational details of the driver and user applications for the DRT service.</p> <p>6th workshop, online, Google Meet, 23 April 2025 - Presentation of application solutions for DRT: presentation of application solutions for DRT drivers and users, and translation of the applications into Croatian.</p>
Digital service provider	<p>Digital service provider NEMI</p> <p>Provider of the technical solution in the DRT field. He is essential for the successful operation of the service as he provides the technical solution (receiving user requests, generating routes). He ensures the technical infrastructure for the transport operator and enables a successful service for users.</p>	<p>Competences: providing technical solutions and services.</p> <p>Role: bringing route planning, booking, and payment of different services into one app.</p> <p>Contribution to the pilot: improving usability for residents and tourists. It is expected to maintain a high level of professionalism in delivering the service and maintain continuous communication with the SDC on a monthly basis.</p>	<p>Involved in the implementation of the DRT service, actively seeking inputs for creating the software solution and improving the application (in accordance with visual design adjustments).</p> <p>In the LL workshop:</p> <p>3rd workshop, online, Google Meet, 5 June 2024 - Software solution opportunities in the field of DRT: presentation of software solutions from two providers (NEMI and SPARE). Introduction to technical solutions and fostering cooperation between technical and transport stakeholders.</p> <p>4th workshop online, Google Meet, 9 June 2024 - Presentation of the DRT pilot area in SDC: presentation of proposed routes and service structure for target areas, coordination of the next activities. Presentation of stops, DRT operating hours, required number of vehicles, and general implementation logistics.</p> <p>5th workshop, online, Google meet, 7 April 2025 - Inputs for the development of DRT application solutions: the request of the software provider, inputs were provided regarding the application's visual identity, route names and other organizational details</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
			<p>of the driver and user applications for the DRT service.</p> <p>6th workshop, online, Google Meet, 23 April 2025 - Presentation of application solutions for DRT: presentation of application solutions for DRT drivers and users, and translation of the applications into Croatian.</p>
Regional authority	<p>Split-Dalmatia County (SDC)</p> <p>Regional administrative unit in the Republic of Croatia. It is known for its coastal cities and tourism, as well as the rural area (Dalmatian hinterland), which is not connected by traditional transport methods.</p>	<p>Competences: representing the interests of citizens, bringing information of hotspots for activities and during tourists' season.</p> <p>Role: bringing information about hotspots for activities and tourist seasons.</p> <p>Contribution to the pilot: coordinating co-design/implementation, contributing to co-design/implementation, and implementing the service while enhancing its relevance based on the needs of citizens and tourists.</p>	<p>Involved - preparing tender documentation and contracting the DRT service provider.</p> <p>In LL workshops:</p> <p>1st workshop in person, Dugopolje, 7 December 2023 - Presentation of the DREAM PACE project: introduction to the main objectives and general information about the project and the DRT system, as well as potential pilot project areas.</p> <p>2nd workshop in person, Dugopolje, 8 February 2024 - Identification of challenges and needs in the pilot area: identification of challenges and needs in the pilot project area. Analysis of proposed scenarios and SWOT analysis, assessment of strategic goals, indicators, expected impacts, and limitations in the pilot areas.</p> <p>3rd workshop, online, Google Meet, 5 June 2024 - Software solution opportunities in the field of DRT: presentation of software solutions from two providers (NEMI and SPARE). Introduction to technical solutions and fostering cooperation between technical and transport stakeholders.</p> <p>4th workshop online, Google Meet, 9 June 2024 - Presentation of the DRT pilot area in SDC: presentation of proposed routes and service structure for target areas, coordination of the next activities. Presentation of stops, DRT operating hours, required number</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
			<p>of vehicles, and general implementation logistics.</p> <p>5th workshop, online, Google meet, 7 April 2025 - Inputs for the development of DRT application solutions: the request of the software provider, inputs were provided regarding the application's visual identity, route names and other organizational details of the driver and user applications for the DRT service.</p> <p>6th workshop, online, Google Meet, 23 April 2025 - Presentation of application solutions for DRT: presentation of application solutions for DRT drivers and users, and translation of the applications into Croatian.</p>
<p>General Public</p>	<p>Business zone Podi, Dugopolje.</p> <p>One of the largest business zones in the SDC area. The zone is home to companies offering manufacturing and service activities.</p>	<p>Competences: understanding of the working environment in the business zone, knowledge of employee commuting patterns and working hours, familiarity with the needs of workers and potential users of new public transport services.</p> <p>Role: representing the interests of workers and potential users of new public transport services in the business zone, gathering input from the companies operating in the zone to support the design and implementation of the pilot.</p> <p>Contribution to the pilot: engaging at least five people from major companies in the business zone to provide key information, ensuring that the new public transport services are tailored to</p>	<p>Not involved - they were invited to the workshops but did not attend or participate; promotional leaflets and notifications about the DRT services in their area were sent to them.</p>



Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		meet the specific needs of the employees in the zone. Additionally, parking spaces will be provided, and potential users of the service will be identified.	

*Stakeholder types: National/Regional/Local Authority; PTO/PTA; Digital service provider (specify if SME); Association; General Public; Other (specify).

6.2. Pilot management and testing implementation

As part of the pilot project, two in-person Living Lab (LL) workshops and four online LL workshops were held.

The 1st in-person workshop was held on 7 December 2023, in Dugopolje. It was attended by stakeholders from service providers, infrastructure maintenance, representatives of cities and municipalities, and associations interested in implementing DRT solutions. Participants had the opportunity to gain insight into the main project objectives and general information about Demand-Responsive Transport (DRT). Stakeholders linked the surrounding settlements of Dugopolje and Dicmo within the selected area, defined stops, and proposed DRT travel routes.

The 2nd in-person Living Lab workshop was held on 8 February 2024, in Dugopolje, where stakeholders analyzed the vision for DRT services in Dugopolje, Dicmo, and the city of Trilj. Challenges and needs were identified, including the target user groups, strategic goals, indicators, expected impacts, and limitations. After this, stakeholders conducted a SWOT analysis of proposed scenarios. The group analyzed four scenarios: commuting to work, shopping trips, doctor visits, and traveling for leisure activities. For each scenario, the target user group and their mobility needs were defined, along with a functional description of the DRT service, user stories, areas of application, operational parameters, and success factors aimed at increasing usage and attractiveness. Regarding the general public, the most significant areas to be covered with the DRT service during the pilot phase are the business zones of Podi and Dugopolje, where potential DRT users are located. At least five people from the business zone are expected to be involved (at least one from each major company operating in the zone), providing data such as working hours, number of employees per shift, and locations from which employees commute. This data will be used to improve the DRT service.

After the second LL workshop, a more precisely defined testing area for the DRT service was determined (the area of Dugopolje, Dicmo, and Trilj). Accordingly, corrections were made to the list of stakeholders, as shown in the previous chapter.

The 3rd LL workshop was held online via Google Meet on 5 June 2024. The workshop focused on presenting software solutions from two providers NEMI and SPARE. In addition to representatives of the software providers, participants included potential future DRT service providers as well as representatives of SDC and Dvolve. The goal was to introduce future DRT transport providers to technical solutions and foster cooperation between technical and transport stakeholders. Key discussion points included presentations of driver apps, user apps, and back-office systems. The discussion on driver apps emphasized real-time navigation, while the user app discussion focused on booking and trip planning from the end-user perspective. Back-office systems were highlighted as crucial tools for service coordination, enabling real-



time monitoring and operational adjustments. The emphasis was on ensuring smooth communication between software providers and the transport operator. The LL session enabled both providers to showcase their solutions and opened the door to potential collaboration. Participants exchanged contacts to continue the discussion beyond the meeting.

The 4th LL workshop was held online via Google Meet on 9 July 2024. Participants included project partners Dyvolve and the Split-Dalmatia County (SDC), as well as representatives from the City of Trilj and the municipalities of Dugopolje and Dicmo areas where the DRT service will be introduced. The primary goal of the workshop was to present the proposed DRT routes and service structure for the targeted areas and to coordinate the next steps in project implementation. Participants were shown route maps and stop locations, DRT operating hours, the required number of vehicles and drivers, and general implementation logistics. There was a discussion about launching a public procurement process for selecting a DRT service provider, and an agreement was reached on the importance of conducting local promotional activities to inform and engage citizens.

The 5th LL workshop was held on 7 April 2025, online via Google Meet. Participants included project partners Dyvolve and SDC, the selected DRT service provider Smodlaka Ltd., and the software company NEMI. Prior to the workshop, NEMI shared an Excel file containing questions related to visual identity, route names, and other app-related organizational details. SDC, the DRT provider, and Dyvolve filled in the required information. NEMI presented progress in developing the DRT app, including route and stop mapping and the concept for displaying free tickets in the user app. It was agreed that Dyvolve would translate the app content from English to Croatian. SDC and Dyvolve would begin work on producing magnetic vehicle signs and designing free user tickets.

The 6th LL workshop was held on 23 April 2025, online via Google Meet. Participants included project partners SDC and Dyvolve, as well as representatives from the selected DRT provider Smodlaka Ltd. and the software company NEMI. The main purpose of the workshop was to present the user and driver applications developed by NEMI and to discuss practical aspects of their implementation. Since the DRT Zagora service allows for two routes, the group discussed whether users could book both routes at the same time. It was concluded that during the testing phase, users would need to make two separate bookings (one for each line). A more integrated (intermodal) approach may be developed later if the service area expands. NEMI requested feedback on simplifying stop names for improved visual clarity in the user app. SDC will work on standardizing these names. The driver app is available only on Android devices, while the user app is available on both Android and iOS. The launch date for the DRT service was confirmed as May 2, 2025. A press conference to announce the launch will be held on April 25, 2025, led by the SDC Prefect. The next workshop will be scheduled as needed, depending on implementation progress. The workshop successfully aligned the technical and operational aspects of the app rollout and confirmed the final steps before the public launch of the service.

6.2.1. Activities and responsibilities

The following table lists the different steps - in form of consequent activities - that are envisaged for the testing of the pilot solution components.

For each testing activity, the expected result to be achieved is reported, together with the relevant KPI / target for the validation of the testing activity itself.

The last column reports the status of the testing activity and the respective KPI / expected result by 30 June 2025.



#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Publication of tender for the DRT	Publication of tender for the DRT using Croatian public procurement platform (EOJN).	Public tender published.	Result achieved. The tender was published on 17/02/2025.
2	Analysis of the collected offers received	Analysis of all collected offers across all defined criteria.	All collected offers analysed and evaluated.	Result achieved. The received offers were analysed on 17/03/2025.
3	Selection of the best offer and public informing of the parties involved	Selection of the best offer according to defined criteria and public informing of all vendors participating in the tender as well as public using Croatian public procurement platform (EOJN).	Best offer selected and public informed.	Result achieved. The best offer was selected on 24/03/2025.
4	Contracting with the selected vendor	Signing the mutually reviewed and accepted contract for the DRT service according to the public procurement procedures.	Service provider contracted.	Result achieved. The contract was signed on 01/04/2025.
5	Public presentation of DRT service	Promotion of the service to all interested.	DRT service promoted. KPIs: <ul style="list-style-type: none"> - Number of media announcements / publications (at least 3); - Number of participants at the presentation (at least 10). 	Result achieved. Press conference for the public and media held on 25/04/2025. <ul style="list-style-type: none"> - A total of 9 articles about the launch of the DRT Zagora service were published on online news portals. - Number of participants at the press conference for media around 20 participants.



#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
6	DRT service running / implementation.	Implementation of a DRT service available from 6am to 10pm.	SDC pilot implemented KPIs: <ul style="list-style-type: none"> - number of km per lines - No. of passengers (number of bookings, average travel time). 	Result achieved. <ul style="list-style-type: none"> - Number of kilometres: line Dugopolje 3.117 km/per month (of May) and 3.253 km/per month (of June); line Trilj 2.801 km/per month (of May) and 3.102 km/per month (of June). - According to the report from the DRT service provider, 41 bookings were recorded by the end of May and 60 bookings were recorded by the end of June. The average number of daily users was 1.44 passengers (of May) and 1,73 (of June), with an average travel time of 38.82 minutes (of May) and 37,2 minutes (of June).
7	Final presentation of DRT pilot results	Final presentation of results delivered to the invited stakeholders.	Final results of the pilot presented	Pending. It is planned to be held after the completion of the pilot project (planned during the month of October 2025).
8	Collection of user feedback	Collection of survey	Survey conducted KPI: <ul style="list-style-type: none"> - At least 10% of collected surveys in relation to the total number of transported passengers. 	Pending. The survey is planned to be conducted by the end of the pilot project.
9	Final presentation of DRT user feedback (users using the DRT service during the pilot)	Final presentation of DRT user feedback delivered to the invited stakeholders.	Final DRT user feedback presented	Pending. It is planned to be held after the completion of the pilot project (planned during the month of October).



6.2.2. Focus on procurement

The tender documentation for the DRT service in SDC consists of the project task, selection criteria for bidders, and forms. The project task contains information for bidders, including the area where the DRT service should be provided, the frequency of the service, and the required features of the software supporting the DRT service. During the public procurement process, the emphasis was on:

- Conditions for economic entities;
- Conditions for technical capability;

Regarding the conditions for economic entities, the bidder was required to minimally meet the basic criteria prescribed by law for providing DRT services (a license allowing the operation of public transport in the Republic of Croatia, the necessary number of technical and human resources, and experience at an appropriate quality level).

In the area of technical capability, the bidder had to provide specific means of transport and characteristics of the information system for managing the DRT service. This includes software for organizing and managing the DRT service, applications for drivers and DRT service users, as well as vehicle equipment. The contract was to last a total of 6 months according to the 1+5 model, where the first month was dedicated to establishing and testing the service itself. After that, the production phase of providing the DRT service followed, lasting a total of five months (until the end of September). The criteria for selecting the DRT service provider were the offer with the lowest price and the average age of the vehicle fleet. During the tender process, the following risks were possible:

- Delays in the public procurement process due to complaints;
- The possibility that no bidders would respond;
- Delays in contract negotiations.

The tender process was opened on 17 February 2025, and remained open until 7 March 2025, at 10:30 AM. After the tender process closed, the received offers were analysed on the same day. A total of one offer was received from the consortium of bidders FROM CITY TO CITY (Simple LLC) and LENDIĆ as the DRT transport service provider, and the company NEMI as the provider of the software solution for the DRT service. The contract was signed on 1 April 2025, and the trial operation of the DRT service began on 2 May 2025 (May 1 was a public holiday).

6.2.3. Timeline

The following table below refers to the activities described above (see Activities and Responsibilities table) and outlines the timeline for their implementation, as well as any deviations that occurred during the reporting period.

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
PM	1st LL meeting: presentation of the main project objectives and receive general information about DRT	07/12/2023	07/12/2023	No deviations
PM	2nd LL meeting: analysis of the vision of DRT in the area of Dugopolje, Dicmo and Trilj	08/02/2024	08/02/2024	No deviations



#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
PM	3rd LL online meeting: presenting software solutions from two providers	05/06/2024	05/06/2024	No deviations
PM	4th LL online meeting: presentation of scenarios for the DRT service	09/07/2024	09/07/2024	No deviations
1	Publication of tender for the DRT	17/02/2025	07/03/2025	No deviations
MI	Tender for the DRT published		17/02/2025	No deviations
2	Analysis of the collected offers received	07/03/2025	24/03/2025	No deviations
MI	Collected offers analysed		24/03/2025	No deviations
3	Selection of the best offer and public informing of the parties involved	20/04/2025	20/04/2025	No deviations
MI	Best offer selected and public informing of the parties involved		20/04/2025	No deviations
4	Contracting with the selected vendor	21/04/2025	30/04/2025	No deviations
MI	Contracting with the selected vendor signed		30/04/2025	No deviations
PM	5th LL online meeting: inputs for the software solution for providing the DRT service	07/04/2025	07/04/2025	No deviations
PM	6th LL online meeting: presentation of the final application solution for providing the DRT service	23/04/2025	23/04/2025	No deviations
5	Presentations and peer reviews of DRT service pilot	15/05/2025	20/10/2025	No deviations
MR	Public presentation of DRT service (service introduction to the public)	15/05/2025	15/05/2025	No deviations
6	DRT service running / implementation	01/06/2025	30/11/2025	Real start: 01/05/2025 Real end: 30/09/2025
MR	Public presentation of DRT service results (pilot end presentation to the interested public and stakeholders)	01/10/2025	01/10/2025	No deviations expected
PR	Peer review of DRT pilot results with partners	15/10/2025	20/10/2025	No deviations expected
7	Final presentation of DRT pilot results	21/10/2025	21/10/2025	No deviations expected
MR	Final presentation of DRT pilot results	21/10/2025	31/10/2025	No deviations expected
8	Collection of user feedback	25/10/2025	25/10/2025	No deviations expected



#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
9	Final presentation of DRT user feedback to Project Partners	27/10/2025	31/10/2025	No deviations expected
PM	Final presentation (internal presentation with project partners) of DRT user feedback (analysis of the users' feedback on DRT service during the pilot)	27/10/2025	31/10/2025	No deviations expected

*Milestones and other:

MI: Milestone (only has an end/achievement date)

MR: Media Release (please plan one at the beginning and one at the end of the pilot tests, and if relevant in correspondence of the milestone achievements)

PM: Periodic meeting (can be LL meetings with the stakeholders in order to launch/monitor/fine tune the tests)

PR: Peer Review of the tested solution component (with one or more project/associate partners)

6.2.4. Analysis of deviations

The following table provides a detailed explanation of the deviations to the timeline as identified in the table above, specifying their severity level and the adaptation or mitigation measures implemented where applicable.

In accordance with the previous table, one activity of the SDC pilot experienced deviations from the initially planned dates. This concerns the pilot project duration activity, which, according to the available organizational and financial resources, will be organized according to the 1+5 model, where the first month is dedicated to service testing and the following five months to service delivery. The deviation is expected to have minimal impact.

It is worth mentioning that, to ensure the smooth running of LL activities, additional LL online workshops with stakeholders were held as needed to define inputs for the pilot project implementation. Activities related to the public procurement process were also completed in a significantly shorter timeframe and without risks related to delays or complaints.

Deviation (see previous table and add a description)	Severity*	Adaptation/Mitigation measure
6 - DRT service running / implementation	2 - moderate	During the SDC LL meetings it was decided to operate in two service areas instead of one. The business model was defined on a cost-per-availability basis, rather than on a cost-per-km basis, reflecting the on-demand nature of the service. The final service design included 2 vehicles and 4 drivers (instead of 2), to cover longer service times through two shifts. As a result, the overall cost of the redesigned service is higher, and the available budget allows for a shorter run time. Nevertheless, the estimated cost per km is lower than in the original plan, demonstrating improved efficiency of the budget spent. The adaptation ensured that the service could still be implemented within the available budget, while maintaining higher efficiency and broader coverage.

* 1 - low; 2 - moderate; 3 - high; 4 - very high



6.3. Results of peer-review and alignment actions by 30 June 2025

In the case of the SDC pilot, the peer review activities (Redmint and SRM) have not yet started.



7. Conclusions

This deliverable provides an intermediate report on Pilot 1.1, “Governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low demand areas,” summarizing activities carried out in the four areas, structuring the operational and testing phases of Pilot 1.1, identifying specific steps for each region, and ensuring that the tests reflect local needs and implementation conditions. Additionally, it has highlighted structured stakeholder engagement, involving key actors, such as Public Authorities, PTOs, and Digital service providers. Stakeholder involvement proved to be a key component of the local workplans, ensuring that governance, operational, and technical aspects were validated through meaningful engagement.

The Bologna pilot focuses on integrating the DRT planning and governance in the PT system, aligning it with the SUMP and a MaaS framework. Activities include defining strategic guidelines, exploring procurement models, and assessing the integration of DRT into MaaS systems. Close collaboration with local Public Authorities, PTO, and Digital service providers is essential to test governance and operational solutions that ensure long-term feasibility.

The Budapest pilot tests regulatory and operational innovations for DRT, particularly in the adaptation of flexible boarding points and the validation of a business planning tool for evaluating DRT services. Collaboration with local government, transport operators, and mobility experts is key to ensuring that the solutions being developed are practical, scalable, and aligned with urban mobility needs.

In Pavia-Oltrepò, the focus is on assessing the economic viability of DRT services through the development of a business model. Different service scenarios are being tested, engaging PTOs, Digital service providers, and mobility planners to refine models that support the integration of DRT within public transport networks.

The SDC pilot introduces a structured tendering process for selecting and implementing DRT services, an approach that has not yet been tested in Croatia. This phase assesses legal, technical, and operational parameters, with strong collaboration between Public Authorities, PTOs, and end users to ensure service effectiveness and regulatory compliance.

The deliverable, together with the other pilot progress reports (D.2.3.2, D.1.4.2 and D.2.4.2), represents a reference point for the timeline of the DREAM_PACE project, as it describes the progress of the pilot activity, and provides the ground for the finalisation and delivery of the corresponding solution that will be described in D.1.2.3 “Co-designed solutions blueprint of integrated DRT implemented /tested through pilot activities”, consisting in a modular governance and planning model for integrated DRT-public transport in a MaaS logic.



8. References

- 1) DREAM_PACE Application Form, Version 2.0. 2023.
- 2) DREAM_PACE D1.1.1 “Report on governance and planning for public transport, mobility innovations and DRT in CE Regions”. 2023.
- 3) DREAM_PACE D1.1.2 “State of the art report on governance structures and planning processes for DRT in the pilot areas”. 2024.
- 4) DREAM_PACE D1.1.3 “Development scenarios for DRT innovative governance and planning approaches”. 2024.
- 5) DREAM_PACE D1.3.1 “Detailed workplan for pilot 1.1 local testing actions”. 2025
- 6) DREAM_PACE D3.1.1 “Methodological background for the design of DRT integrated solutions”. 2023.
- 7) DREAM_PACE D3.1.2 “DRT strategy draft and setup of the consultation process”. 2025.
- 8) DREAM_PACE D3.2.1 “Action plan drafts in the six pilot regions”. 2025.
- 9) DREAM_PACE D3.3.1 “Report on set up and development of community and measures to animate the debate on DRT trends”. 2025.



9. Annex: Pilot 1.1 local and project media releases communicating the start of testing actions

The Annex collects the local and project media releases communicating the progress of the testing actions in all the sites of implementation of pilot 1.1.

9.1. Bologna

Bologna Metropolitan Area Living Lab and Community
25 follower
4m • 🌐

Un altro passo avanti per il Living Lab (LL) di Bologna!

📅 Giovedì 3 aprile si è tenuto online il 3° incontro del gruppo di stakeholder coinvolti nel pilota di Bologna del progetto **DREAM_PACE**.

🔍 Durante l'incontro **SRM – Reti e Mobilità Srl**, con il supporto di **GO-Mobility**, ha presentato i risultati dello studio propedeutico all'integrazione dei servizi DRT nel trasporto pubblico e in un sistema MaaS. Lo studio raccoglie i requisiti tecnici e operativi da soddisfare per garantire l'interoperabilità tra i servizi DRT, il trasporto pubblico e le piattaforme MaaS, e individua i protocolli di scambio dati per la condivisione delle informazioni sul servizio e per la gestione delle prenotazioni.

Hanno partecipato autorità locali, agenzie della mobilità della Regione Emilia-Romagna, operatori del trasporto pubblico, e alcuni tra i maggiori player IT del settore DRT e MaaS.

💡 L'incontro è stato un proficuo momento di scambio e ha costituito un passo decisivo verso l'obiettivo finale del LL di Bologna: definire le caratteristiche di un servizio DRT ottimale per il contesto bolognese e integrato nel sistema di trasporto locale e regionale.

Il percorso non si ferma qui! Nei prossimi incontri del LL che avranno luogo entro giugno verranno approfonditi:

- 📊 l'analisi della domanda di mobilità potenziale e debole, per valutare l'applicabilità e il tipo di servizio DRT più adatto al contesto in cui viene erogato;
- 💡 lo studio del costo del servizio DRT e le forme di integrazione negli strumenti di pianificazione.

🔗 Vuoi contribuire? Se sei interessato a partecipare ai lavori del Living Lab, contattaci qui su LinkedIn!

#DREAM_PACE #BolognaLivingLab #DRT #MaaS #MobilitàSostenibile #InterregCentralEurope

PERCHÉ SIAMO QUI:
Supporto Living Lab di Bologna nel progetto DREAM_PACE

1 commento • 2 diffusioni post

Bologna Metropolitan Area Living Lab and Community
25 follower
3m • 🌐

Another step forward for **DREAM_PACE** #Bologna Living Lab (LL)!

📅 On Thursday 3 April, the 3rd meeting of the stakeholder group involved in the Bologna pilot of the **DREAM_PACE** project was held online.

🔍 During the meeting **SRM – Reti e Mobilità Srl** - Reti e Mobilità Srl, with the support of **GO-Mobility**, presented the results of the preparatory study for the integration of DRT services in public transport and in a MaaS system. The study gathers the technical and operational requirements to be met to ensure interoperability between DRT services, public transport and MaaS platforms, and identifies data exchange protocols for sharing service information and managing bookings.

Participants included local authorities, mobility agencies of the Emilia-Romagna Region, public transport operators, and some of the major IT players in the DRT and MaaS sectors.

💡 The meeting was a fruitful moment of exchange and constituted a decisive step towards the final objective of the Bologna LL: defining the characteristics of an optimal DRT service for the Bolognese context and integrated into the local and regional transport system.

The journey does not stop here! The next meetings of the LL, which will take place by the end of June, will go into more detail:

- 📊 the analysis of potential and weak mobility demand, to assess the applicability and type of DRT service best suited to the context in which it is provided;
- 💡 the study of the cost of the DRT service and forms of integration into planning tools.

🔗 Would you like to contribute? If you are interested in participating in the work of the Living Lab, contact us here on LinkedIn!

Mostra traduzione

Bologna Metropolitan Area Living Lab and Community
25 follower
4m • 🌐

Un altro passo avanti per il Living Lab (LL) di Bologna!

📅 Giovedì 3 aprile si è tenuto online il 3° incontro del gruppo di stakeholder coinvolti nel pilota di Bologna del progetto **DREAM_PACE**.

🔍 Durante l'incontro **SRM – Reti e Mobilità Srl**, con il supporto di **GO-Mobility**, ha presentato i risultati dello studio propedeutico all'integrazione dei servizi DRT nel trasporto pubblico e in un sistema MaaS. Lo studio raccoglie i requisiti tecnici e operativi da soddisfare per garantire l'interoperabilità tra i servizi DRT, il trasporto pubblico e le piattaforme MaaS, e individua i protocolli di scambio dati per la condivisione delle informazioni sul servizio e per la gestione delle

Media release (MR) in coincidence with the 3rd LL Stakeholder Meeting - Posts published on Bologna LL LinkedIn showcase page, in Italian and English, on 16 April 2025.



9.2. Budapest

News about the new DRT service can be found online at the links in the following table:

Topic	Type of the media	Link	Date	Notes
News about the new flexible DRT system	BKK website	https://bkk.hu/hirek/2024/10/uj-igenyvezert-jarat-indulhat-2025-ben-a-xvi-keruletben.13311/	09/10/2024	
	Press release	https://telex.hu/belfold/2024/10/09/bkk-16-kerulet-igenyvezert-jarat-csobaj-egyeztetes	09/10/2024	
		https://www.penzcentrum.hu/utazas/20241010/ilyen-meg-nem-volt-oriasi-ujitast-jelentett-be-a-bkk-rengeteg-budapesti-eletet-konnyitenek-meg-vele-1157672	10/10/2024	
		https://168.hu/itthon/bkk-uj-buszjarat-konnyebb-kozelekedes-282006	10/10/2024	
		https://16.kerulet.ittlakunk.hu/kozlekedes/241010/jon-az-uj-igenyvezert-busz-csobaj-banya-kornyeken-fog-jarni	10/10/2024	Website of the pilot area
	Radio	Klasszik Rádió: Passengers could decide on the route of the planned new BKK service	10/10/2024, 12:03, duration : 41 sec	
Sláger FM: BKK plans to implement Hungary's first flexible, DRT bus service		10/10/2024, 11:01, duration : 32 sec		
Public consultation and online survey about the new flexible DRT system	BKK website	https://bkk.hu/dontsunk-kozosen/tarsadalmi-egyeztetes-a-xvi-keruletbe-tervezett-rugalmas-utvonalu-telebusz-rendszerrol.13302/	08/10/2024	Online survey: https://www.partimap.eu/hu/p/lgenyvezert-kozossegi-kozlekedes-a-XVI.-keruletben/0
	BKK Facebook	https://www.facebook.com/bkkbudapest/posts/pfbid07jeZv5cLURnoiSNJmMNJWz9FCswJx5wpVbg6kQXkXYXDHfxC3hB25yaSV3E8hJNpl	09/10/2024.	
	Mobilissimus website	https://mobilissimus.hu/hirek/tarsadalmi-egyeztetes-xvi-keruletbe-	10/10/2024	



		tervezett-rugalmas-utvonalu-telebusz-rendszerrol		
	Mobilissimus Facebook	https://www.facebook.com/Mobilissimus/posts/pfbid02mK4ZyB4rr8ck6URicF4qnUznC9MNhbdGYa1uiMdvqViBBqogS21KHyeSXMkx8PWml?locale=hu_HU	10/10/2024	
	Website of the Municipality of District 16 (pilot area)	https://www.bp16.hu/hirek/aktualis/tarsadalmi-egyeztetest-indit-a-bkk-acsobaj-banya-kornyekere-tervezett-igenyvezerelt	16/10/2024	
	Facebook event	https://www.facebook.com/events/1261482248485102/?active_tab=discussion	09/10/2024	

9.3. Split-Dalmatia County

As part of the DREAM_PACE project, a press conference was held in Split to present a pilot project in the area of Split-Dalmatia County. The conference took place on 25 April 2025. The pilot project covers the area of the City of Trilj and the municipalities of Dugopolje and Dicmo.

The DRT service in Split-Dalmatia County is provided by the joint venture FROM CITY TO CITY (Simple LLC) and LENDIĆ, in cooperation with the digital service provider NEMI. Users can request transport through a mobile application on weekdays from 6:00 a.m. to 10:00 p.m., from 2 May to 3 September 2025.

At the conference, the DRT Zagora routes were presented. One is the blue route (Cetina) and the other the green route (Ljubljana). The conference was led by the Prefect of Split-Dalmatia County, Blaženko Boban, who emphasized that the total value of the project at the European level is € 2,8 million, of which approximately € 260.000 is allocated for implementation in Split-Dalmatia County. He particularly highlighted the importance of such projects in improving connectivity in remote and less-developed areas of the county. Matea Dorčić, Head of the County Department for Tourism, Maritime Affairs and Transport, explained how the DRT system works, noting that this type of service has already been successfully implemented in parts of Central Europe and is now being tested in Dalmatia for the first time. Martin Bučan presented the technical details of the system and the application itself, while the Mayor of Trilj, Ivan Bugarin, expressed his satisfaction that his city had been selected for the implementation of this modern form of transport, which will improve the quality of life for local residents.

The conference attracted considerable media interest. Journalists from TV Dalmacija attended the event and reported on the project through video content shared on social media. The project launch was also published on the official websites of Split-Dalmatia County, the City of Trilj, and the Municipality of Dugopolje.

The story was covered by numerous regional and national media outlets, including Dalmatinski portal, Sinjska Rera, Dalmacija Danas, Ferata, and Lokalni.hr, part of the Večernji list media group:

- <https://www.dalmacija.hr/aktualno/novosti/clanak/pilot-projekt-besplatan-prijevoz-stize-u-trilj-i-dugopolje-voznje-dostupne-putem-aplikacije>
- <https://trilj.hr/2025/05/02/besplatan-prijevoz-na-podrucju-splitsko-dalmatinske-zupanije/>

- <https://dugopolje.hr/novosti/besplatan-prijevoz-na-podrucju-splitsko-dalmatinske-zupanije-na-podrucju-grada-trilja-i-opcine-dugopolje/>
- <https://dalmatinskiportal.hr/vijesti/pilot-projekt-besplatni-prijevoz-za-triljane-i-dugopoljce--uvodi-se-linija-dostupna-putem-aplikacije/234775>
- <https://sinjskarera.hr/prijavite-se-za-besplatan-prijevoz-u-autobusima-za-podrucje-trilj-dicmo-i-dugopolje-voznje-dostupne-putem-aplikacije/>
- <https://lokalni.vecernji.hr/zupanije/besplatan-prijevoz-na-zahtjev-ueden-u-trilju-dugopolju-i-dicmu-32132>
- <https://www.ferata.hr/besplatan-prijevoz-stize-u-trilj-i-dugopolje-voznje-dostupne-putem-aplikacije/>
- <https://www.youtube.com/watch?v=kaOYwLneHcE>

The project received positive feedback from both the public and the media, mainly because it enables access to public transport in areas that have so far been underserved. The use of a mobile app to request rides, along with the fact that the service is free of charge, marks a step toward the digitalization and modernization of the public sector.

Press release text:

Poštovani/e,

dana 25. travnja 2025. (petak) u 10 sati u dvorani Splitsko-dalmatinske županije, Split, Domovinskog rata 2/IV, splitsko-dalmatinski župan Blaženko Boban upriličit će konferenciju za novinare: “Predstavljanje pilot projekta testiranja usluga mikroprijevoza na području Splitsko dalmatinske županije (Dugopolje, Trilj, Dicmo)”.

Uz župana, novinarima će se obratiti pročelnica Upravnog odjela za turizam, pomorstvo i promet Matea Dorčić i glavni koordinator projekta Dream Pace Martin Bučan.

Kabinet župana

Photo documentation:





DREAM_PACE



Photos of the press conference held on 25 April 2025

Presentation from the press conference:

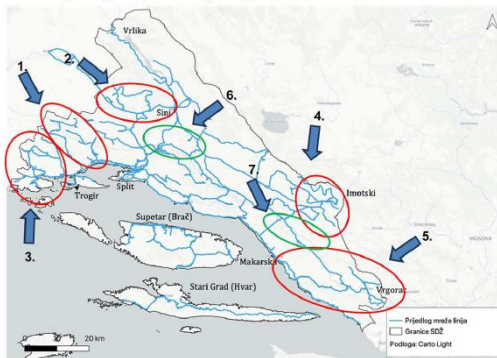




DREAM_PACE: MIKROPRIJEVOZ ZAGORA



- Trajanje projekta - od 01.03. 2023. do 28.02.2026.
- Trajanje pilot projekta od 01.05.2025. do 30.09.2025.



PROJEKTI PARTNERI

- 1.SRM Networks and Mobility (Italija)
2. Redmint Social Enterprise (Italija)
- 3.AUTOGUIDOVIE SPA (Italija)
- 4.Mobilissimus Ltd. (Mađarska)
- 5.BKK Centre for Budapest Transport (Mađarska)
- 6.DYVOLVE d.o.o. (Hrvatska)
- 7.AustriaTech - Federal Agency for Technological Measures Ltd. (Austrija)
- 8.Regional Management East Tyrol (Austrija)
- 9.Technische Universität Berlin (Njemačka)
- 10.Nexus Institute for Cooperation Management and Interdisciplinary Research (Njemačka)
- 11.Rupprecht Consult (Njemačka)



DREAM_PACE:MIKROPRIJEVOZ ZAGORA

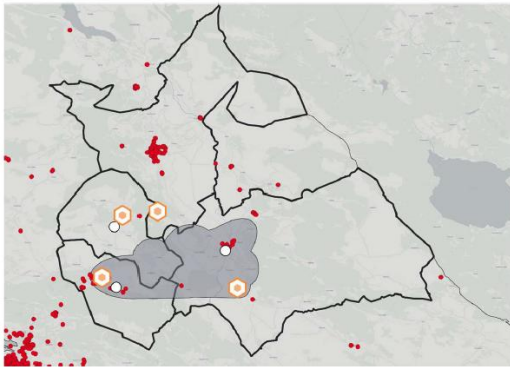


- održane dvije fizičke i jedna online radionica s dionicima (predstavnici JLS-ova,nadležna tijela, prijevoznici, udruge, upravitelji infrastrukture)
- Prema inputima s radionicama definirana zona za testiranje mikroprijevoza





Odabrana zona testiranja mikroprijevoza



- Obuhvaća područja oko Dugopolja, Dicma i Trilja



Izazovi

Izrada projektnog zadatka

Varijanta 1

Obavljanje DRT usluge na **fiksним autobusnim stajalištima** sa **varijabilnim rutama i varijabilnim voznim redom** putem dva vozila na cijelom području obuhvata od Trilja do Dugopolja.

Varijanta 2

Obavljanje DRT usluge na **fiksним autobusnim stajalištima** sa **varijabilnim rutama i varijabilnim voznim redom** putem dva vozila gdje svako vozilo prevozi putnike **isključivo unutar svoje zone** (Dugopolje i dio Dicma te Trilja).

Varijanta 3

Obavljanje DRT usluge na **fiksним autobusnim stajalištima** sa **fiksним rutama i varijabilnim voznim redom** putem dva vozila od Trilja do Dugopolja.

Varijanta 4 (skraćena Verzija 3)

Obavljanje DRT usluge na **fiksним autobusnim stajalištima** sa **fiksним rutama i varijabilnim voznim redom** putem dva vozila od Trilja do Dugopolja.

Varijanta 5

Obavljanje DRT usluge na **fiksним autobusnim stajalištima** sa **fiksним rutama i varijabilnim voznim redom** putem dva vozila gdje svako vozilo prevozi putnike **isključivo unutar svoje zone** (Dugopolje i dio Dicma te Trilja).



Okvirni maksimalni rezultati (dnevno)	
Ukupno trajanje putovanja	13:20 – 14:34
Ukupno prijeđeno kilometara	396 - 477
Ukupni broj putovanja	8 - 16
Broj vozila (8 do 17 sjedala)	2
Ukupno potrošeno goriva (l) (Potrošnja cca. 15 l / 100km)	60 – 72
Broj smjena	2
Broj radnika	4
Trajanje radnog vremena jednog radnika	6:40 – 07:17

Radno vrijeme vožnje	6:00 - 22:00
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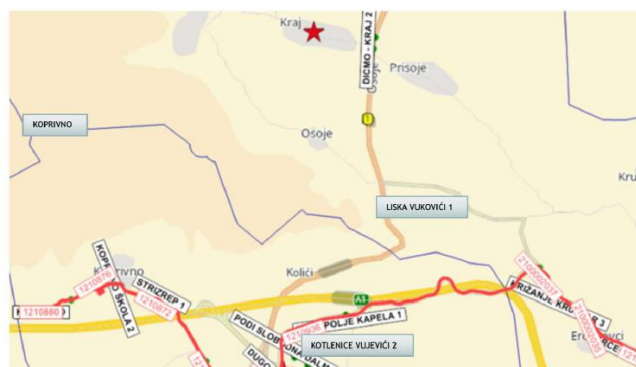
Izazovi



- Prometuju dvije linije (Zelena LJUBLJAN i plava CETINA)
- Na svakoj liniji prometuje po jedno vozilo
- Linije prometuju na fiksnim (postojećim) stajalištima
- Polasci su prilagođeni zahtjevima iz aplikacije
- ZAJEDNICA PONUDITELJA: FROM CITY TO CITY j.d.o.o., LENDIĆ, obrt za prijevoz i usluge,
- 115.900,00 eura PDV: 28.975,00 eura ukupna iznos Ugovora
144.875,00 eura idućih šest mjeseci

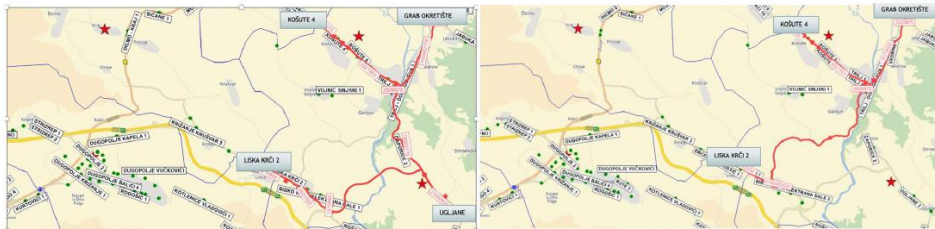


Linija na području Dugopolja i dijela područja Dicma





Linija na području Trilja (dvije relacije)

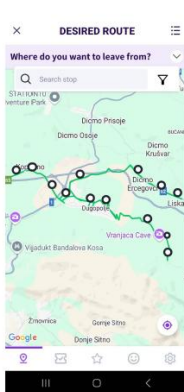


Relacija 1

Relacija 2



Aplikacija za korisnike mikroprijevoza Zagora



<https://www.nemi.mobi/>

- Zelena linija
LJUBLJAN
(područje
Dugopolja i dijela
Dicma)



- Plava linija -
CETINA
(područje
Trilja)





Hvala na pažnji

