Interreg CENTRAL EUROPE

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DREAM_PACE

D1.4.2 Report on the progress of pilot 1.2 local testing activities

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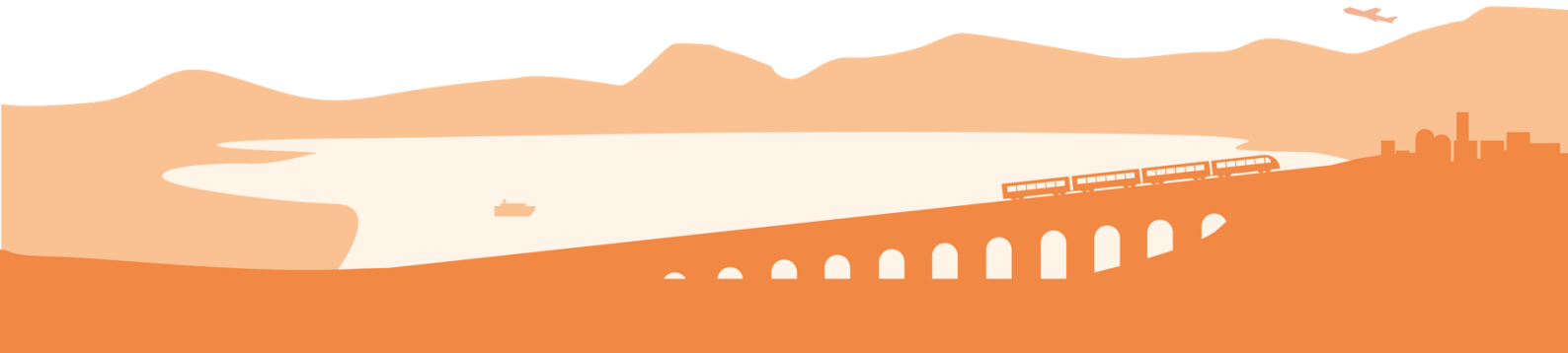

Authors and log change of the document

Partner No.	Partner Acronym	Name of the author	Action	Version
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Contents

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 DRT initiatives (Osttirol, 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 1.2 “Governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions” activities developed in the pilot areas of Calw in Stuttgart (Germany) and East Tyrol (Austria) until 30 June 2025. It follows the structure of the workplans presented in D1.4.1 and presents the joint progress and milestones achieved al 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 1.2.

Chapters 3 and 4 present the pilot 1.2 local updates across the four pilot regions.

Chapter 5 drafts the conclusions of the deliverable at project level, summarizing the key findings and results of pilot 1.2 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 1.2 “Governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions” focuses on improving governance structures and planning processes for Demand-Responsive Transport (DRT) services in rural and peripheral regions across Europe. Given the challenges of limited public transport options and mobility gaps in these areas, this pilot aims to enhance the coordination and integration of DRT solutions, ensuring they effectively complement existing mobility networks. The initiative builds on the insights gained from the living labs, where stakeholders collaboratively developed governance and planning strategies tailored to the needs of each pilot region. This pilot action is implemented in the pilot areas of Stuttgart (Germany) and East Tyrol (Austria).

The governance and planning schemes are composed of the following.

In Stuttgart, Germany:

- Estimating possible demands of different target groups in cooperation with the local stakeholders using the “Persona method”;
- Recording motivations and hindrances of users and non-users of the DRT in pilot testing region Calw;
- Fostering and strengthening interregional collaboration through a workshop on DRT Governance in Baden-Württemberg.

In East Tyrol, Austria:

- Developing a blueprint for sustainable mobility by identifying gaps in public transport services and potential demand;
- Collaborating with stakeholders, including local authorities, transport providers, and digital service platforms, to evaluate suitable DRT solutions;
- Integrating DRT strategies into the existing mobility framework to enhance accessibility in rural and peripheral areas.

Both pilot regions emphasize participatory processes, ensuring that citizen engagement and stakeholder involvement remain at the core of decision-making. By integrating public input and fostering collaboration between municipalities, transport operators, and regional authorities, the pilot aims to develop governance models that are both adaptable and scalable. The results of these tests will serve as a foundation for future DRT governance strategies, offering valuable insights into how coordinated planning approaches can enhance accessibility and mobility in peripheral and rural regions. The testing activities build on the existing DRT services in the two pilot areas. In particular, the pilot testing in the Stuttgart region has focused on stakeholder engagement and participative processes, which would foster better communication and exchange among relevant players involved in the future of DRT in the region.

3. Stuttgart Region, Baden-Württemberg

3.1. The pilot testing elements

Pilot: 1.2 Governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions

Pilot area: Stuttgart Region/Calw, Baden-Württemberg

Peer reviewers: NVBW (Nahverkehrsgesellschaft Baden-Württemberg) and Municipality of Calw (previous Austria Tech, Redmint)

3.1.1. The solution components to be tested

The Stuttgart pilot addresses two Pilot 1.2 components:

Component 1: **Strategic planning approach to DRT (strategic guidance for DRT coordination)**. This component is addressed through the testing of a planning methodology based on personas, and through a dynamic survey tool for monitoring and fine-tuning DRT services performance that will be tested on the field and result propositions to fine tuning the service.

Component 2: **Alternative business model for DRT operation** (former "Business model for crowdsourcing (tested by engaging potential participants)"). The reason given for the renaming is that crowdsourcing is very difficult to implement, which is why the focus has been on alternative models. While the local "Rufbus" (on demand bus/bus on call) is operated and funded by the municipality as part of the regular public transport, another DRT is the "Bürgerbus" (citizens bus). The Bürgerbus is operated and driven by volunteering citizens from the commune. It will be investigated, how and why this DRT model can be strengthened, also in terms of financial funding. Further, the advantage and disadvantages of both DRT versions will be elaborated. Through interviews with operators of the "Bürgerbus" as well as the NVBW and additional desk to pre-search the limitations and future possibilities will be identified.

The Stuttgart pilot activities are building a **new approach to demand analysis for monitoring and adaptive planning of DRT services in low demand areas, organized in the following 4 modules.**

Module 1) **Co-Design through Living Lab:** estimating possible demands of different target groups in cooperation with the local stakeholders using the "Persona method".

Several meetings with the municipality of Calw were organized to define the scope in which the solutions can be designed. Using the persona method, potential target groups for the DRT service and their needs are analysed. The persona method is derived from a Design Thinking approach and aims to create detailed profiles of typical users by anticipating their motivations, struggles, and preferences. This method helps visualize the challenges users face and how DRT can meet their needs for mobility.

To validate and supplement these findings, further research methods are applied:

- Surveys targeting both users and non-users of DRT.
- Assessment of awareness regarding DRT services.
- In-vehicle interviews with users.
- Stakeholder Workshop to firstly discuss the survey results (needs of users and non-users) in regard to the existing service and secondly identify common struggles in governance.

Module 2) **Recording motivations and hindrances of users and non-users of the DRT**.

In order to reach both users and non-users of the DRT, the interviews took place at two locations: the pedestrians' zone in Calw and onboard the DRT vehicles. The municipality provided the DRT booking schedule, and drivers were informed in advance about the planned interviews. Interviewers waited at pick-up points, requesting permission to interview passengers during their rides.

In the pedestrians' zone, a broader assessment was conducted to understand the main modes of transport used in Calw and the popularity of DRT services. Two posters were displayed to attract public interest. One showed different modes of transport (car, public transport, bicycle, walking, and DRT), while the other presented a popularity scale for DRT. Passersby placed stickers to indicate their preferred transport mode and opinion on DRT.

Additionally, participants were invited to complete a questionnaire. The questions, aligned with the guideline for interviews in the DRT were divided into two categories:

- Non-users: exploring reasons keeping them from using DRT.
- Users: identifying motivations and advantages of the service.

The final results provided valuable insights into how DRT was used, which target groups benefited, and which groups faced challenges accessing the service.

Module 3) **Strengthening Interregional Collaboration through a workshop on DRT Governance**.

This module focuses on identifying strengths and weaknesses of DRT at the interregional level. Once target groups and their needs are analysed, a workshop was held to compare results with neighbouring regions.

Since Calw and surrounding regions share similar geographical characteristics, with small towns and villages scattered across rural areas, transport challenges are often comparable. DRT managers and operators from these regions were invited to discuss common problems and potential solutions.

Three key governance topics have already been identified as critical for successful DRT operation:

- Marketing: how to effectively communicate DRT services to the right target groups;
- Financing: exploring sustainable funding models beyond regional subsidies;
- Service Flexibility: identifying ways to balance adaptability with operational efficiency.

During the workshop, participants first conducted a problem analysis, detailing the root causes of problems, those affected, and the stakeholders involved. Then, they explored potential solutions and best practices that could be replicated across multiple regions. The goal was to strengthen interregional collaboration and highlight how working together could improve DRT services.

Module 4) **Investigating other models of funding for DRT** (former "Challenges in Governance and Funding").

The reason given for the module renaming is that "Challenges in Governance and Funding" is problem-oriented. The new name reflects a focus on finding solutions.

Many counties in Southern Germany face similar challenges, such as securing long-term funding, finding reliable operators, marketing to the right target groups, and ensuring that DRT complements rather than competes with public transport. However, given the highly fragmented and federalized nature of governance and mobility planning in the Stuttgart region, a large variety of implementation solutions across different counties exist. Consequently, different financing and funding schemes exist, yet most DRT projects are funded of co-funded by the public supra-regional actor NVBW.

A central goal of the pilot was to bring together different stakeholders from different regions around Stuttgart to compare solutions and include best practice examples of DRT governance as a means of learning from each other and fostering fruitful interregional exchange in a highly part compartmentalized, federalized governance system. Next to other topics discussed, a central element is the discussion of financing options, co-financing and sponsorship models, including potential public-private partnerships.

Significant barriers to alternative financing beyond regular state-funded DRT are present in the pilot region. First, private co-funding is not legally feasible under the current framework for DRT operations. Since DRT services are managed by public authorities, legal restrictions prevent municipalities from securing advertising revenue or external sponsorships. Second, the pilot case study Calw's DRT system is in itself highly fragmented, with 12 different sub-contractors managing operations within the relatively small district. This decentralized structure makes uniform funding strategies difficult to implement.

In order to gain insights about funding options and variations, two diverging business models for DRT are explored and compared in the pilot region of Calw: the municipalities public-funded DRT service, existing as a complementary part of general public mobility services, as well as a private, bottom-up and initially self-organized DRT service called “Bürgerbus” which functions largely on the basis of voluntary citizen work (e.g. seniors as taxi/bus drivers).

In detail, the activities carried out in the four modules described above are framed in the Components as described in the following.

Component 1: **Strategic planning approach to DRT.**

A central element of the strategic planning approach in the Stuttgart pilot is the application of the persona method to better anticipate the mobility needs of peripheral and rural populations and identify target groups. Nexus applied the method in co-creative workshops with local authorities in Calw. During these sessions, detailed user profiles were developed to represent key demographic groups, including elderly residents, commuters, teenagers, and occasional riders.

These personas aim to uncover distinct travel behaviours and service expectations and will serve as a guiding framework for both service design and communication strategies. Simulating the DRT experience through the lens of different personas allows planners to highlight critical user needs. This approach also helps identify potential access barriers and informs recommendations for better coordination between DRT and existing public transport. Eventually, it helps to create a vision as well as goals for the operation of the DRT service.

To support the continuous optimization of the DRT service in Calw, a mixed method approach was developed to gather structured feedback from both users and non-users throughout the pilot phase. The tool combines digital methods (QR-code-based mobile forms) and analogic approaches (in-person interviews, visual voting elements) to capture diverse insights into service experience, usability, and barriers to usage. Thus, the status quo as well as yet unmet needs are uncovered.

The survey is developed through a multi-step process. First, the survey’s objectives are clearly defined, identifying what information should be gathered from the target groups, which include both users and non-users of the DRT system in Calw. The focus is on analysing usage behaviour, awareness of the system, and satisfaction with the service. Based on these goals, relevant questions are developed using a mix of open and closed formats to gain both quantitative and qualitative insights.

The survey is structured in a logical and user-friendly way to ensure clarity and ease of completion. Related questions are grouped into thematic blocks, and questions that build on one another are placed in sequence. Suitable data collection channels—such as online surveys via QR code and in-person interviews—are selected. Before full rollout, a short pilot phase is conducted to test the survey’s clarity and functionality.

A survey station is set up in a public pedestrian zone, and additional interviews are conducted aboard DRT vehicles. The insights collected inform several key recommendations for operators, including suggestions for stop adjustments, communication improvements, and better alignment with user expectations. This tool also creates a feedback loop for refining personas and guiding long-term strategic planning. Additionally, it serves as a basis for project-side recommendations that can then be implemented by the partner (Calw).

Component 2: **Alternative business model for DRT operation** (former "Business model for crowdsourcing")

As part of the Stuttgart pilot, business model approaches are being explored and compared to examine how different stakeholders - such as municipalities, operators, users, and local businesses - can contribute to and benefit from the long-term sustainability of DRT services. Based on stakeholder engagement during LL and the pilot, as well as desktop research and expert interviews, two different models of DRT will be compared in terms of:

- Customer Segments & Value Proposition: Who is mainly using the DRT service? To whom is it accessible? How does the booking work?
- Routing: Which routes does the DRT service cover? Where does it stop?
- Operation: How is the booking organized? Who is in charge of scheduling and organizing the rides?
- Cost & Revenue: How is the service financed? How sustainable is the financing?

These insights are generated based on the comparative analysis between public stated-funded and planned DRT governance and private-public locally sourced initiatives such as the "Bürgerbus" in Calw, which is explored via LL meetings, research on financing schemes as well as an in-person workshop.

The desired results have not yet been achieved in Component 2. It has also not yet been possible to examine the key questions that were raised within the desired scope. The plan was to engage in dialogue with operators of "Bürgerbus", but it has not been possible to contact them so far and the enquiries have met with little response. Efforts to organise a dialogue are currently ongoing. Alternatively, comprehensive desktop research is currently being undertaken with a view to delivering the desired results. Among other things, the focus is on research into financing schemes. Until now, there have been no LL meetings for the "Bürgerbus".

3.1.2. Stakeholder involvement, competences and roles

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.

To identify strengths and weaknesses in the operation of the DRT, a variety of relevant stakeholders have been identified. First, the operators' perspective is important to understand the regulatory and operational framework in which the DRT service is implemented. Their perspective is crucial for the governance and development of the service. To get insight into common but also specific issues and topics in the operation of DRT in the region around Calw, multiple authorities and responsible persons for the operation of public transport in the surrounding municipalities were involved. Additionally, the perspective of users and potential users is important to understand. Therefore, citizens were involved in the analysis of the DRT service. To get an insight into how the municipalities currently work together, the NVBW, as federal mobility authority, was invited to inform the process on policies and governance on this higher level.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
General public	Citizens / users of DRT	Interview partners - providing valuable insights in motivations and reasons for using the DRT. Providing information about possibilities to improve the service.	Involved in interviews, and surveys to collect information about needs and motivations for using the DRT.
General public	Citizens / non-users of DRT	Survey participants and Interview partners - all together providing an overview on the use of various modes of transport in the city and the popularity of the DRT amongst the citizens. Furthermore, giving valuable insights in reasons that keep people from using the DRT as well as demands in demand responsive mobility.	Involved in interviews, and surveys to collect information about needs and hindrances for using the DRT.
Local authority	Municipality of Calw, department of mobility, public transport and railway transportation.	Connection to the local municipality. Valuable insights into local DRT system, local network of stakeholders and support for carrying out the pilot (e.g. provision of workshop space). Contribution to concept of pilot as participant of the LL.	Involved in all LL meetings for organizing and designing the pilot. Provides valuable local knowledge and support in preparing materials, selecting the pilot site, and understanding the operation of DRT services.
Regional authority	Nahverkehrsgesellschaft Baden-Württemberg (NVBW) – DREAM_PACE Associated Partner NVBW is the public transport authority for the federal state of Baden Wuerttemberg, which belongs to the federal ministry of mobility and coordinates the public transport in the county	Contribution to and reviewing of the pilot concept, provision of contacts to stakeholders. Providing information about inter-regional governance and policies. Participant of the stakeholder workshop and the living labs.	Involved in all the LL meetings and constant exchange of information and feedback. NVBW involvement was essential for obtaining regional information about governance and for gaining a broader understanding of the DRT system, including its predecessors at the state level.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Local authority	Karlsruher Verkehrsverbund (KVV) KVV is a DRT provider from the region of Karlsruhe.	Participant of the stakeholder workshop, providing knowledge of DRT service (KVV.myshuttle) and governance in the region of Karlsruhe.	Involved as participant in the inter-regional stakeholder workshop (as part of the pilot) to exchange trans-regional information and identify common goals in DRT operation in the regional municipalities.
Local authority	Verkehrs - und Tarifverbund Stuttgart GmbH (VVS) VVS is a DRT provider from the region of Ludwigsburg	Participant of the stakeholder workshop, providing knowledge of DRT service (VVS-Rider) and governance in the region of Ludwigsburg.	Involved as participant in the inter-regional stakeholder workshop (as part of the pilot) to exchange trans-regional information and identify common goals in DRT operation in the regional municipalities.
Local authority	Nahverkehrsverbund Rottweil. It is a DRT provider from the region of Rottweil	Participant of the stakeholder workshop, providing knowledge of DRT service and governance in the region of Rottweil.	Involved as participant in the inter-regional stakeholder workshop (as part of the pilot) to exchange trans-regional information and identify common goals in DRT operation in the regional municipalities.
Local authority	Verkehrsgesellschaft Freudenstadt (VGF) VGF is a DRT provider from the region of Freudenstadt	Participant of the stakeholder workshop, providing knowledge of DRT service (DRT Taxi) and governance in the region of Freudenstadt.	Involved as participant in the inter-regional stakeholder workshop (as part of the pilot) to exchange trans-regional information and identify common goals in DRT operation in the regional municipalities

***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 are envisaged for the testing of the pilot solution components.

For each testing activity, the expected result to be achieved are 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).

#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Estimating target groups from the operator's perspective	Preparing an (online) workshop using the "persona" method with DRT provider and operator as well as municipal authorities.	Main target groups that are interesting for the governance level to focus on when analysing struggles and strengths of DRT.	Result achieved. Identification through workshops with persona method, results informed the pilot design.
2	Survey on most popular modes of transport and popularity of DRT as well as interviews on reasons for not using the DRT	Requesting permission to set up a stand in the pedestrian zone; conception of an interview guideline for users and non-users; preparing a stand including posters, pin boards, flyer.	Impressions of non-users on DRT service, identification of hindrances for using DRT from a user's perspective, overview of popularity and most used modes of transport and popularity of DRT in Calw.	Result achieved. 26 non-users were questioned in interviews and surveys on their mobility behaviour regarding the DRT. Reasons for choosing other modes of transport before the DRT were collected: • Lack of availability. • Booking system. • Safety concerns. • No information about the offer. • Lack of reliability. • No suitable route or stops near me. The reasons given by users and non-users are sometimes contradictory, which can be explained by a lack of information, meaning that non-users emphasised aspects that actually work well in a negative light.
3	Interviews of users in the DRT	Requesting booking schedule for DRT from DRT provider to	Impressions of users on DRT service, motivations and	Result achieved.

#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
		be able to interview passengers on the ride; conception of interview guideline; renting a car to get to the DRT-Stops.	strengths for using the DRT service, possibilities to optimize the service.	Four DRT users were questioned in interviews and surveys on their mobility behaviour regarding the DRT. Reasons for choosing the DRT were collected: • Availability • Waiting time is low • Comfort • Costs • Route
4	Inter-regional stakeholder workshop	Conception of workshop, booking location, preparing templates for problem analysis and solution approaches, inviting relevant stakeholders.	Identification of common struggles, individual solutions and possibilities to work together; strengthening the inter-regional network on DRT-governance.	Result achieved. Representatives from the Karlsruhe Transport Authority (KVV), the Stuttgart Transport and Tariff Association (VVS), the Rottweil Local Transport Association, and the Freudenstadt Transport Company (VGF) took part in the workshop. The focus was on topics such as operational efficiency, booking processes, no-shows, target group-specific marketing, and issues of financing and sustainability. Common goals and hindrances in operating the DRT services in the region were exchanged; the network was strengthened.
5	Desktop research	Scanning texts, brochures, Websites of Bürgerbusse in Calw and the Region of Stuttgart to analyse the organisation, structure and operation.	Understanding operational structures to reproduce the organization of Bürgerbusse.	Ongoing. Additional interviews are requested.

3.2.2. 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	Estimating target groups from the operator's perspective		22/03/2024	No deviations
2	Survey on most popular modes of transport and popularity of DRT as well as interviews on reasons for not using the DRT	10/12/2024	11/12/2024	No deviations
3	Interviews of users in the DRT	10/12/2024	11/12/2024	No deviations
4	Inter-regional stakeholder workshop		12/12/2024	No deviations
5	Desktop research	01/06/2025	30/08/2025	No deviations
MI	Identification of target groups in LL-Workshop		22/03/2024	No deviations
MI	Finished pilot in Calw		12/12/2024	No deviations
MR	Publishing project on nexus Website	18/04/2023		No deviations
MR	LinkedIn Post on Pilot	20/12/2024		No deviations
PM	Pilot progress LL meeting #1 – stakeholder mapping	21/11/2023		No deviations
PM	Pilot progress LL meeting #2 – introducing DREAM_PACE to local authority in Calw	31/01/2024		No deviations
PM	Pilot progress LL meeting #3 – workshop: identification of target groups	22/03/2024		No deviations
PM	Pilot progress LL meeting #4 – Stakeholder mapping	22/04/2024		No deviations
PM	Pilot progress LL meeting #5 – State of the art clarification	12-18/06/2024 and 06/08/2024[1]		No deviations
PM	Pilot progress LL meeting #6 – organisation of pilot / peer review of pilot actions	23/10/2024 and 26/11/2024[2]		No deviations
PM	Pilot progress LL meeting #7 – Recap of pilot	08/01/2025		No deviations
PM	Pilot progress LL meeting #8 – Solution discussion	25/02/2025		No deviations
PR	Peer review of pilot results and action plan with NVBW and Calw Municipality (previous AustriaTech and Redmint)		14/01/2025	Real end: 25/02/2025

***Milestones and other:**

[1] This topic was addressed across three separate meetings. A dedicated workshop had originally been planned, but due to last-minute cancellations by some participants, nexus opted to split the session into multiple meetings to ensure full participation and effective discussion.

[2] This topic was addressed across two separate meetings. A dedicated workshop had originally been planned, but due to last-minute cancellations by some participants, nexus opted to split the session into multiple meetings to ensure full participation and effective discussion.

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)

3.2.3. 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
Peer review of pilot results and action plan with NVBW and Calw Municipality (previous AustriaTech and Redmint) (real end: 25/02/2025)	1 - low	Date postponed from 14/01/2025 to 25/02/2025 due to a collision of appointments. Members of the NVBM were unable to attend the original meeting. The meeting was therefore postponed. The NVBW was selected as a peer reviewer because it is much closer to the topic in terms of subject matter, which has local relevance, and was therefore able to provide more informed feedback.

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

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

The planned pilot actions were discussed with NVBW (selected as a peer reviewer due to its strong thematic relevance) and the Municipality of Calw, who is responsible for the DRT planning. This included the questions asked in the interviews and street survey with users and non-users of the DRT service as well as the method and discussed topics in the stakeholder workshop.

The peer reviews took place as online meetings on 23/10/2024 and 26/11/2024 (LL meeting #6). The outcomes of these reviews are presented in the table below.

#	Peer reviewer contribution / input	Description	Consequent alignment in the pilot activities
1	Suggestion of stakeholders to invite for the workshop	NVBW offered to provide contact details for the officials in charge of DRT Planning in Freudenstadt as well as Schwäbisch-Gmünd. The municipality of Calw also suggested inviting representatives from the Municipality of Enzkreis.	Representatives from the surrounding regions of Calw were invited to participate in the stakeholder workshop.
2	Contact to DRT-Operator for Interviews	The Municipality of Calw provided contact details off the transport operator in Calw.	The transport provider for the DRT service was contacted before the pilot for interviews. This allowed to ask about bookings to join a

#	Peer reviewer contribution / input	Description	Consequent alignment in the pilot activities
			ride, instead of waiting at the DRT-stops to interview passengers.
3	Discussion on participants from the Ministry of Mobility	The possibility of inviting representatives from the Ministry of Mobility to the stakeholder workshop was discussed.	It was decided that, given the workshops' format, participation should be limited to public transport providers operating at the same administrative level. Ministry representatives were not invited.
4	Support for organisation	The Municipality of Calw offered to provide pinboards and a Pavillion for the street-survey	This allowed for a more interactive approach: instead of only doing interviews and handing out survey-sheets, Posters could be displayed to make on-site statistic.

4. East Tyrol

4.1. The pilot testing elements

Pilot: 1.2 Governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions

Pilot area: East Tyrol, Austria

Peer reviewers: Nexus, Redmint

4.1.1. The solution components to be tested

The components of the East Tyrol pilot address the following Pilot 1.2 components.

Component 1: **Strategic Planning Approach to DRT (strategic guidance for DRT coordination)**, which is developed in form of a Blueprint for sustainable Mobility in East Tyrol by filling existing gaps with DRT-Services.

In cooperation with an external expert team, a Blueprint of the region's current mobility landscape has been developed to identify gaps in public transport services in relation to potential demand. By analysing these gaps, suitable Demand-Responsive Transport (DRT) solutions can be proposed. The study has been conducted in collaboration with all relevant stakeholders, ensuring robust results that provide a strong foundation for implementing new mobility solutions in the region.

Methods used are e.g. interviews with different stakeholders, workshops in small and big groups, analyses of traffic data and maps intersecting population and traffic movements.

Results show that there are several underserved areas in the region and issues in matching lines and modes of transport. So, there is room for improvement which can be used by the coordinator to develop the mobility situation in the region, especially using and optimizing existing DRT systems.

Component 2: **Governance scheme for the coordination of DRT, and set up of coordinator (demonstrated on field)**. By coordinating the planning process described above, RMO acts as "junction point" between all stakeholders involved in the process and subsequently extract a governance scheme for the coordination of DRT which can be translated to different contexts and regions with some necessary adaptions.

First experiences show that a mobility coordinator in a region plays a pivotal role in shaping, managing, and optimizing the regional mobility ecosystem and ensures the consideration of a bottom-up approach, which rather than top-down takes the voices of the region's population into account, especially where public transport and DRT services intersect. Acting as a junction point between all stakeholders, this person ensures smooth collaboration, alignment of interests, and efficient mobility outcomes. Key responsibilities are stakeholder coordination in general and especially bringing different mobility purposes together which otherwise would develop in parallel without coordination, bridging science and practice and bringing representatives together and aligning interests, raising awareness in the public and "keeping the ball rolling" because decision makers often have lots of projects running simultaneously. So, the overall goal of the mobility coordinator is to ensure the regional mobility ecosystem functions cohesively, meeting the needs of residents, achieving sustainability goals, and fostering innovation, while maintaining efficient communication and alignment among all stakeholders involved in public and demand-responsive transport, achieving sustainability goals, and fostering innovation, while maintaining efficient communication and alignment among all stakeholders involved in public and demand-responsive transport.

4.1.2. Stakeholder 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	ÖPNV Verband Osttirol, PTA representing public interests	Can influence PT providers like VVT or ÖBB and their offers.	Involved permanently through bilateral contact, attended LL #4 and #5, and cooperated in procurement for external expertise.
Local Authorities	33 Municipalities of East Tyrol	Collect and Provide information from public.	Involved permanently through bilateral discussions, attended all the LL meeting, and are updated constantly on pilot progress.
Digital Service Provider	ÖBB 360° Wegfinder App	Brings together route planning, booking and payment of different services to one app, could make useability easier for residents and also tourists.	Involved when needed on specific topics related to digital solutions and implementation, providing bilateral expertise upon request. Not involved in the LL meetings.
Regional Authority	TVB Osttirol	Representing interests of tourists, accommodation providers, bring information of hotspots for activities and during tourists' season.	Involved permanently through bilateral discussions, attended LL #1 and #2, and also using synergies to develop tourism mobility not related to DREAM_PACE Project.
General Public	Residents of East Tyrol and Tourists	Interests represented by Municipalities and TVB. Most important target group, also provider of information.	Involved indirectly through Municipalities and the TVB, by providing objectives, needs, and expectations to be considered and integrated as effectively as possible.
Regional Authority	Land Tirol	Also funds the project; high interest for successful outcomes and high potential influence.	Involved partially through network meetings with other mobility managers outside Tyrol, providing support when needed. Participated in LL #2.
Regional Authority	Chamber of Labour	Represents interests of workers; potential users of new PT-Services.	Involved and participated in LL meetings #1, #2, and #3, and regularly informed on project progress.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
Regional Authority	Chamber of Economy	Represents interests of organisations and economic growth.	Involved and participated in LL meetings #1, #2, and #3, and regularly informed on project progress.
Other (enterprises)	Liebherr, Loacker, Hella, IDM	Biggest firms in the region, could support the use of new offers, promote it to their workers, funding/sponsoring,	Involved and participated in LL meetings #4 and #5, fostering synergies with previous projects.
PTA/PTO	VVT and ÖBB. They coordinate and operate PT in Tyrol Region	High power and influence on all PT and DRT offer, since they operate most of the services.	Involved on an ongoing basis through regular contact and bilateral discussions, as a key decision-maker co-tendering the new public transport programme together with ÖPNV-Verband. Participated in LL meetings #4 and #5.

***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 are 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).

#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
1	Definition of Stakeholders	Identification of relevant stakeholders, also in cooperation with experts to make sure, all groups are found.	List of Stakeholders with characteristics and influence/interest on project.	Result achieved. Relevant stakeholders identified (see List of Stakeholders above).
2	Analysis of status quo	Analysis of current PT situation using experts' tools and knowledge, compared	Clear points of insufficiency of PT, where DRT-Offers would be useful.	Result achieved. Points of the region with the most potential for measures i.e. DRT offer

#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
		with population density.		adaption/implementation were identified
3	Creation of actual maps	Creation of maps which show clearly where the best points for implementation are.	e.g. Heatmaps or similar tools.	Result achieved. See cross-cut maps of population and PT quality grades in regional blueprint D1.2.3 “Co-designed solutions blueprint of integrated DRT implemented /tested through pilot activities”.
4	Workshop with experts and stakeholders	Organization of a Living Lab/workshop with relevant stakeholders and the expert-team to present findings, collect feedback, and complementary input, and discuss the results of the analysis.	Workshop with as much participants as possible.	Result achieved. LL meeting/Workshop held on 25 June 2025: 16 participants, 16 of the most relevant stakeholders were present.
5	Elaboration of possible implementation into App and other digital tools	In cooperation with ÖBB 360° to get solid information about cost and feasibility of implementing digital tools like Wegfinder app or similar.	Feasibility and Costs of implementation into Apps like “Wegfinder”.	Result achieved. Most feasible solutions (RegioFlink, Postbusshuttle) do have existing apps, no feasibility of creating new apps at this point in time.
6	Final presentation of result	Final presentation of results to invited stakeholders.	Final presentation and discussion of results with relevant stakeholders.	Result achieved. Integrated in LL meeting/workshop on 25 June 2025.

4.2.2. Focus on procurement

A procurement for an external expertise on the creation of a regional mobility blueprint came into play after not implementing a practical pilot in the earlier stages of the project. The idea of working together with external experts in traffic planning to commit to the process of planning and governance in the region and by this set up a detailed planning approach of DRT-Systems in rural and remote regions.

The procurement of the service of an external expertise concerning knowledge and skills in traffic planning, mobility change processes and GIS-Systems played a key-role in conducting the pilot action 1.2 “Governance and Planning of a coordinated DRT network”. Setting up the procurement we first put focus on the procedure itself and opted for best bidder process rather than taking the cheapest offer. First, budget for this service was fixed anyway and second there are many characteristics, the bidder must be able to advise in a certain

way and deliver a high quality. In the following, we briefly describe the characteristics one should bring for this service.

First and foremost, the knowledge of the region and its relevant characteristics is important to reliably find its weaknesses and points for potential adaptions. Even though in our case we could assist with local knowledge and communication within the region, it is still very helpful having experts who see the region's characteristics with a trained eye. Hand in hand with this goes the skill of technically being able to manage maps, GIS-Analyses and other relevant tools. Moreover, we also valued the knowledge of the "market" in DRT Systems to have an orientation of benchmarks and best practices to learn from. Also, relevant previous projects were a good indicator of the suitability of the external expertise setting up the "mobility-blueprint" of the region.

Out of 4 bidders, we selected the offer from Kairos OG and Technical University Vienna with the best package out of the before mentioned characteristics, who in retrospect proved to be the right choice. All in all, setting the desired qualitative goals beforehand and measuring the bids accordingly is in our eyes the right way finding the suitable partner for this service. The experts from Kairos and TU Vienna helped to design the process of how to approach the setup of the blueprint, analysed the region in regard to its relevant characteristics and designed data and maps to illustrate the relevant potential and related actions to take.

4.2.3. 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
PM	LL meeting #1	01/12/2023		No deviations
PM	LL meeting #2	22/02/2024		No deviations
PM	LL meeting #3	17/06/2024		No deviations
1	Publication of Procurement	13/11/2024	13/11/2024	No deviations
2	Contracting of procurement	12/12/2024	12/12/2024	No deviations
3	Definition of Stakeholders	02/12/2024	15/01/2025	No deviations
PM	Meeting with experts	15/01/2025	15/01/2025	No deviations
4	Analysis of status quo	15/01/2025	15/02/2025	No deviations
PM	Meeting with experts	15/02/2025	14/02/2025	No deviations
5	Creation of actual maps	15/02/2025	28/02/2025	No deviations
6 PM/MI	Workshop with experts and stakeholders	01/03/2025	12/03/2025	+11 days Real end: 23/03/2025
PM	LL meeting #4	06/05/2025		No deviations
7	Elaboration of possible implementation into App and other digital tools	01/03/2025	30/05/2025	Foreseen by 28/07/2025
8/MI	Final presentation of results	Expected 30/06/2025	25/06/2025	No deviations

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
PM	LL meeting #5	25/06/2025		No deviations
9 MR	Publication of a personalized version of the final blueprint – Ref. D1.2.4 "Co-designed solutions blueprint of coordinated DRT implemented /tested through pilot activities", adapted especially to the East Tyrol region	01/08/2025	15/09/2025	Postponed to 31/10/2025

***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)

4.2.4. 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.

There were no mayor deviations from the original time plan except some minor appointment collisions due to holiday season and other duties of some workshop attendants. Therefore, the time plan could be realized quite as planned.

Deviation	Severity*	Adaptation/Mitigation measure
Activity #6 - Workshop with experts and stakeholders (Real end: 23/03/2025)	1 – low	Delay caused by appointment issues - No mitigation measure needed since only minimal impact.
Activity #7 - Elaboration of possible implementation into App and other digital tools (foreseen by 28/07/2025)	1 - low	Minor deviation, since inputs could still be delivered in time into reports.
Activity #9 - Publication of a personalized version of the final blueprint	2 – moderate	Delay caused by holiday season. Finalization is postponed and planned for 31/10/2025.

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

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

The peer review mainly influenced the structure and preparation of the workplan and the actions taken during the pilot activities. Peers brought up some untransparent descriptions in the workplan draft which then could be worked out very easily and without any further issues. Bringing this to attention early prevented subsequent errors and related possible problems in reporting.

Peer reviewer contribution / input	Description	Consequent alignment in the pilot activities
Redmint - Bringing attention to some untransparent actions and descriptions in workplan	Advise to restructure the procedure of the pilot to have an improved design and comprehension by third parties.	Adaption of workplan draft resulted in a better understandable description of pilot activities and sorting out some possible sources for errors.

5. Conclusions

This deliverable provides an overview of the pilot action 1.2, identifying specific steps for each region, and ensuring that the tests reflect local needs and implementation conditions. Additionally, it highlights a structured stakeholder engagement approach, involving key actors, such as public and local authorities, citizens and DRT users and non-users and DRT implementers. Stakeholder involvement remains a key component of the local workplans, ensuring that governance, operational, and technical aspects are validated through meaningful engagement.

Pilot 1.2 consist of three components: 1) a governance scheme for the coordination of DRT and setting up of a coordinator; 2) a strategic planning approach to DRT (strategic guidance for DRT coordination); 3) the development of a business model for crowdsourcing and private-public partnerships, tested with improvement of stakeholder communication and coordinated DRT governance. The testing, involving decision makers and relevant stakeholders and focusing on real service cases, aims to validate the consistency of the solutions suggested and provide suggestions for the sizing and upscaling. After testing, ideas for solving existing hurdles will be updated and improved in a way that they are ready to be taken up and upscaled in the respective regions.

The two pilot areas of Stuttgart (Germany) and East Tyrol (Austria) involved in pilot action 1.2 “Governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions” tested modular models (based on D1.2.3 blueprint) for governance and planning of a coordinated DRT network enhancing accessibility in peripheral and rural regions.

In both testing areas, particular attention is given to citizen engagement, the inclusion of public opinion and participative processes. For instance, in the Stuttgart region, user and non-users of DRT in the testing area in Calw in the region around Stuttgart, are questioned and their voices made visible for public authorities and decision-makers on middle- and high-level policy levels. At the same time, relevant decision-makers and DRT implementers are encouraged to improve interregional cooperation and communication as a crucial component for better DRT governance on the state-level. Similarly, in East Tyrol the workplan focuses on developing a blueprint for sustainable mobility by filling existing gaps in public transport services with tailored DRT solutions. The framework emphasizes a rigorous analysis of the current mobility landscape and the involvement of local stakeholders—ranging from municipalities and regional authorities to service providers—to ensure that the testing activities reflect local needs and implementation conditions. The regional blueprint aimed for will contain a detailed guideline on how rural regions can approach the strategic planning process of integrating DRTs into their public transport system, which steps and actions to undertake, tools to support this process and specific examples from the process in East Tyrol. Also, a governance scheme will be compiled and the role of a coordinator in the region will be specified.

The results achieved through this deliverable support the planning and coordination of an existing DRT network and can be replicated in other regions across Europe.

6. 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 D1.4.1 “Detailed workplan for pilot 1.2 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.

7. Annex: Pilot 1.2 local and project media releases communicating the start of testing actions

The Annex collects the local and project media releases communicating the start of the testing actions in all the sites of implementation of pilot 1.2.

7.1. Stuttgart

Publishing project on nexus website (https://nexusinstitut.de/interreg-dream_pace-demand-responsiv-transport-in-central-europe/):

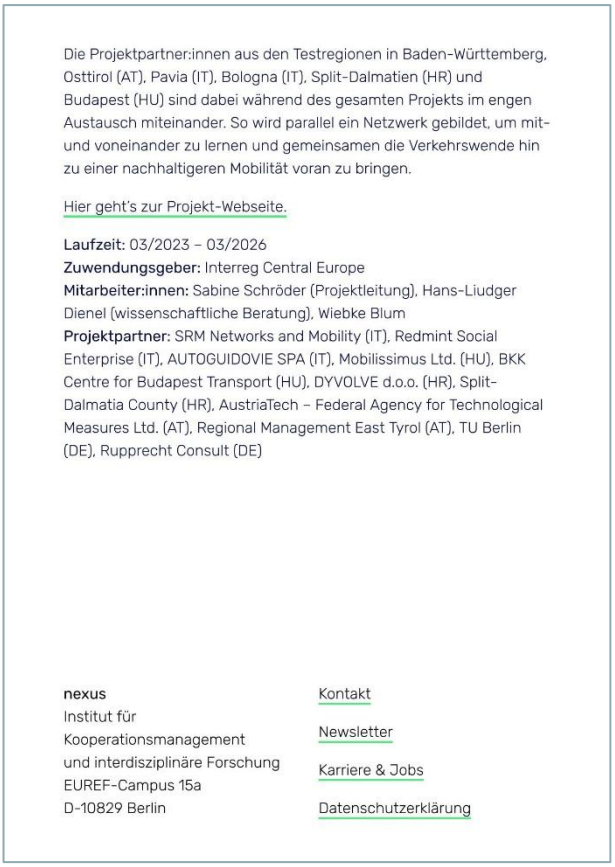
nexus Über uns Projekte Leistungen

Interreg DREAM_PACE – Demand Responsive Transport in Central Europe

Interreg CENTRAL EUROPE Co-funded by the European Union

„DREAM_PACE" steht für „Demand REsponsive trAnsport integrating regional Mobility networks for PAssengers in Central Europe". In dem von Interreg Central Europe finanzierten Projekt werden Möglichkeiten zur Stärkung von On-Demand Verkehren in sechs Regionen in Europa untersucht. On-Demand Verkehre haben das Potential, ländliche und städtischen Gebieten noch besser miteinander zu vernetzen. Weiterhin bietet diese Form der bedarfsorientierten Mobilität eine umweltfreundlichere Alternative zu ständigem Verkehr. Da das Angebot auf Nachfrage eingesetzt wird, kann es optimal an die Bedürfnisse der Nutzer:innengruppen angepasst werden und belastet die Umwelt nur, wenn es notwendig ist. Dies spart nicht nur Flächenverbrauch, CO2- und Lärmemission ein, sondern gewährleistet auch, dass bei Bedarf eine attraktive Alternative zum motorisierten Individualverkehr zur Verfügung steht.

Wir als nexus Institut untersuchen das DRT-Angebot in Baden-Württemberg. In Kooperation mit der Nahverkehrsgesellschaft Baden-Württemberg erforschen wir, in wie weit On-Demand Verkehre bereits genutzt werden und was es braucht, damit das vorhandene Angebot noch besser angenommen wird.



Die Projektpartner:innen aus den Testregionen in Baden-Württemberg, Osttirol (AT), Pavia (IT), Bologna (IT), Split-Dalmatien (HR) und Budapest (HU) sind dabei während des gesamten Projekts im engen Austausch miteinander. So wird parallel ein Netzwerk gebildet, um mit- und voneinander zu lernen und gemeinsamen die Verkehrswende hin zu einer nachhaltigeren Mobilität voran zu bringen.

Hier geht's zur Projekt-Webseite.

Laufzeit: 03/2023 – 03/2026
Zuwendungsgeber: Interreg Central Europe
Mitarbeiter:innen: Sabine Schröder (Projektleitung), Hans-Liudger Dienel (wissenschaftliche Beratung), Wiebke Blum
Projektpartner: SRM Networks and Mobility (IT), Redmint Social Enterprise (IT), AUTOGUIDOVIE SPA (IT), Mobilissimus Ltd. (HU), BKK Centre for Budapest Transport (HU), DYVOLVE d.o.o. (HR), Split-Dalmatia County (HR), AustriaTech – Federal Agency for Technological Measures Ltd. (AT), Regional Management East Tyrol (AT), TU Berlin (DE), Rupprecht Consult (DE)

nexus
Institut für
Kooperationsmanagement
und interdisziplinäre Forschung
EUREF-Campus 15a
D-10829 Berlin

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Karriere & Jobs
Datenschutzerklärung

LinkedIn post (https://www.linkedin.com/posts/dreampace_publictransportation-digitaltransformation-activity-7241681473555034113-Joyo?utm_source=share&utm_medium=member_desktop&rcm=ACoAADrGUlEBvFKB37BbzQ5zX6jJZ079QUMKJ6s):

DREAM_PACE
443 Follower:innen
1 Jahr •

+ Folgen ···

DREAM_PACE is active also in Germany, in Baden-Württemberg!
Together with the NVBW - Nahverkehrsgesellschaft Baden-Württemberg mbH, DREAM_PACE partner nexus - Institut für Kooperationsmanagement u. interdisziplinäre Forschung has explored innovative solutions to enhance public transportation.
Key takeaways include:
- Identifying accessibility challenges and potential target groups for DRT services.
- Developing strategies to reach these target groups effectively.
- Establishing relevant personas for future scenario development.
The testing phase will be crucial in refining our approach and ensuring that these solutions meet the needs of our community.

#PublicTransportation #DigitalTransformation #Accessibility #DRT #BadenWürtten

DREAM_PACE is an Interreg CENTRAL EUROPE Programme project.
https://lnkd.in/e_bPrmz9

Übersetzung anzeigen

7.2. East Tyrol

Publishment on RMO-Website (https://www.rmo.at/projekt/dream_pace-interreg-central-europe/):

Interreg CE DREAM_PACE

Das Interreg Central Europe **DREAM_PACE** Projekt verbessert die Mobilität in ländlichen Regionen durch die Integration von bedarfsgesteuerten Verkehrsdiensten (DRT) in bestehende öffentliche Netze. Ziel ist eine effizientere Koordination und Planung dieser Angebote.

Projektträger
12 Partner: RMO und weitere aus Wien, Kroatien, Deutschland, Ungarn und Italien (4 Pilotregionen)

Projektsumme
2.820.000,00 €

Laufzeit
März 2023 - Feber 2026

Kontakt
Jakob Britz / RMO

Interreg CENTRAL EUROPE
Co-funded by the European Union

DREAM_PACE

Das Angebot an nachhaltiger Mobilität verbessert sich in ganz Mitteleuropa, aber die verschiedenen Verkehrsträger sind nicht immer nahtlos miteinander verbunden. Eine solche Integration ist vor allem in dünn besiedelten Regionen eine Herausforderung, aber auch Städte tun sich schwer damit, die Kundenerwartungen optimal zu erfüllen. Das Projekt DREAM_PACE entwickelt bedarfsgerechte Verkehrskonzepte für regionale Mobilitätsnetze. Die Partner entwickeln eine Strategie, um diese in nachhaltige städtische Mobilitätspläne zu integrieren und testen betriebliche Innovationen.
Während seiner 36-monatigen Laufzeit wird DREAM_PACE daran arbeiten, die Erreichbarkeit und Konnektivität in den peripheren und ländlichen Gebieten Mitteleuropas zu verbessern, indem das Angebot des öffentlichen Personennahverkehrs (ÖPNV) mit bedarfsgerechten Verkehrsdiensten (DRT) integriert wird. Dies soll durch die Entwicklung innovativer DRT-Konzepte erreicht werden, die regionale Mobilitätsnetze überbrücken, sowie durch die Verbesserung der DRT-Planungs- und -Leistungskapazitäten von öffentlichen Behörden und Betreibern. Das Projekt DREAM_PACE wird sich mit verschiedenen spezifischen Herausforderungen befassen, die auf 6 Gebiete in Mitteleuropa abzielen, Gebiete, die unterschiedliche Hintergrundbedingungen aufweisen: Bologna (Italien), Pavia (Italien), Budapest (Ungarn), Osttirol (Österreich), Baden-Württenberg (Deutschland) und die Gespanschaft Split-Dalmatien (Kroatien).