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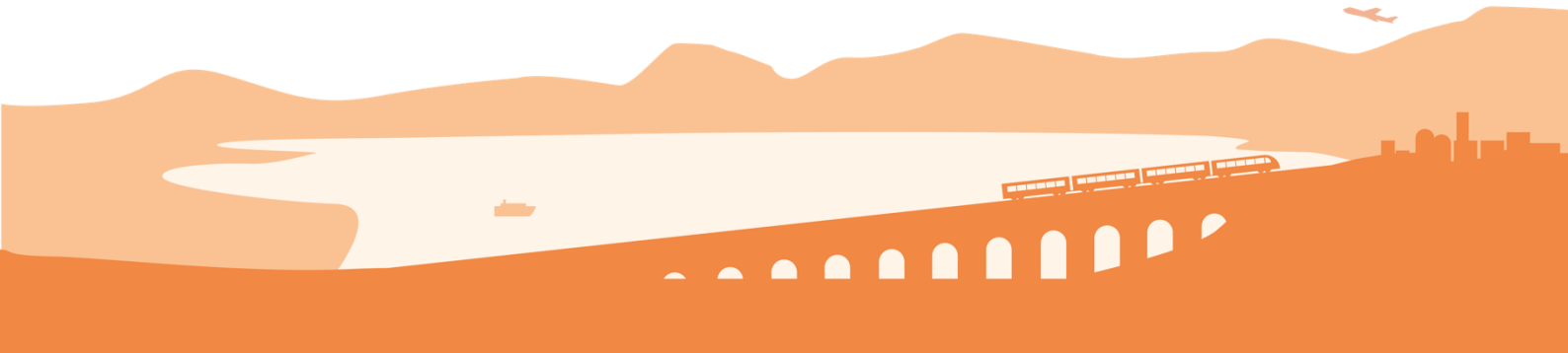
DREAM_PACE

D2.3.2 Report on the progress of pilot 2.1 local testing activities

Final Version

08 2025



Authors and log change of the document

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1	SRM	Chiara Lepori Dario Marchini	1st version of the document	1
3	AG	Monica Marconi	Drafting of Pavia-Oltrepò pilot chapter	2
5	BKK	Viktoria Hideg	Drafting of Budapest pilot chapter	2
9	RMO	Jakob Britz	Drafting of East Tyrol chapter	2
2	Redmint	Gabriele Grea Anja Seyfert	Consolidation of inputs, drafting of conclusions and preparation of proposed final version	3 - Proposed final
9	ATE	Florian Kressler	Review of the document	4
3	AG	Monica Marconi	Final version of Pavia-Oltrepò chapter	5
5	BKK	Viktoria Hideg	Final version of Budapest chapter	5
9	RMO	Jakob Britz	Final version of East Tyrol chapter	5
8	ATE	Florian Kressler	Approval of final versions of the inputs provided	Proposed final
1	SRM	Chiara Lepori Dario Marchini	Edited approved version for official release	Final

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 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 2.1 “Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/ operational innovations” activities until 30 June 2025, developed in the pilot areas of Pavia-Oltrepò (Italy) and Budapest (Hungary) and also involving the East Tyrol pilot as a validator. It follows the structure of the workplans presented in D2.3.1 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 2.1.

Chapters 3, 4 and 5 present the pilot 2.1 updates across the involved pilot regions.

Chapter 6 drafts the conclusions of the deliverable at project level, summarizing the key findings and results of pilot 2.1 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 progress of testing actions in the three pilot regions.

2. Introduction

Pilot 2.1 "Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/ operational innovations" focuses on the testing of the solution components – co-designed with stakeholders through the participatory process – of a common modular digital/operational model to enhance the existing DRT networks, providing better integration and coordination improving accessibility and linkages between peripheral-rural regions and urban nodes.

The abovementioned digital/operational model is composed by the following components in the involved pilot areas.

In Pavia-Oltrepò:

- Digital integration between DRT and Public Transport (PT);
- New approaches to inclusiveness (including the simplified booking through interactive screens);

In Budapest:

- Tools for digitalization of existing services;
- Digital integration between DRT and PT;
- Operational hybrid DRT model enhancing flexibility.

The testing activities built on the existing DRT services in the two pilot areas, enhancing them through the addition of the abovementioned digital and operational components. The tests validate the impact of the proposed innovations on the DRT services, in order to identify the conditions for replicability.

A particular attention was given in the two local workplans (ref. D2.3.1) to citizen engagement and communication actions, in order to support the acceptance of digital and operational innovations as well as to guarantee effective fine tuning with the needs of users and with the sustainability principles (i.e. reduction of unit emissions per passenger and kilometre travelled, by ensuring that trips are operated only based on actual travel requests; use of smaller, low-emission vehicles).

For this reason, the participatory approach and the communication actions have become integral part of the solutions validated through the pilots and have been consolidated to be taken up within and beyond the framework of the project.

It is noted that the expected East Tyrol activities related to pilot 2.1 have concerned the following components:

- Tools for digitalization of existing services;
- Digital integration between DRT and PT.

Indeed, the integration of DRT services into an existing PT-app already took place in East Tyrol and it was done by VVT into their app called "Smartride" directly and apart from the DREAM_PACE Project. This is the common app for PT in the East Tyrol region and there are no other feasible alternatives to test such an integration (which, even if RMO designed one, could not be seen as serious competition to Smartride and therefore would not deliver robust results): therefore, RMO concentrated on analysing secondary data and has conducted interviews with VVT to get information on how this measure has influenced usability and acceptance of the referring DRT systems. Furthermore, RMO has compared and reflected those outcomes with the ones from the Pavia-Oltrepò and Budapest pilots, confronting with AG and BKK to enrich the discussion and add another point of view and experiences of VVT's implementation.

3. Pavia-Oltrepò

3.1. The pilot testing elements

Pilot: 2.1 Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/ operational innovations

Pilot area: Pavia-Oltrepò Pavese, Italy

Peer reviewers: Centre for Budapest Transport (BKK), Regions Management Osttirol (RMO), Split-Dalmatia County (SDC), Redmint

3.1.1. The solution components to be tested

Within the framework of co-design solutions components to be tested in Pilot 2.1, the activities in the Pavia-Oltrepò area focus on two components:

1. **Digital integration between DRT and PT;**
2. **New approaches to inclusiveness.**

In particular, concerning the first point, the digital/operational innovation is represented by the **display of information on traditional public transport services as well as DRT services on the same interfaces**, namely the Miobus (DRT) app, the Autoguidovie (PT) app, the website, and the web app designed to be integrated in the interactive screens (totems) that will be installed at bus stops. The abovementioned digital systems will provide the following information/functionalities:

- Timetables of bus lines with interchange at the DRT stops (routing POI);
- Possibility of booking DRT service in connection with bus line service;
- Points of interest near the DRT stops (public services, touristic attractions, cycling routes, etc.).

For the second component, i.e. new approaches to inclusiveness, **interactive screens (totems) will be installed at 3 selected bus stops**, facilitating the access to information (e.g. real time position of the vehicles) and booking of services. Dedicated testing and demonstration of the digital functionalities will be organised on the territory for the citizens.

The reference area is a territory of about 30 small municipalities, where Stradella (main urban municipality of the area) represents the main travel destination for commuters (workers and students) as well as for leisure purposes. In this area, the DRT service operates with free itineraries between a predefined set of stops, in the following service hours:

- In the school period: from Monday to Friday 9.30-11.30 / 16.30-18.30; Saturday 6.00-10.00 / 12.00-14.00 / 17.00-19.00;
- In the non-school/summer period: Monday to Saturday 6.00-10.00 / 12.00-14.00 / 17.00-19.00.

It is worth adding here that, as emerged during the Living Lab co-design process, one of the major challenges for the success of DRT in the Oltrepò area is represented by the difficulties of communicating its existence as well as the user friendliness of the service. Testing activities will be accompanied by tailored communication and engagement activities on the territory, with the triple objective of raising awareness on the service and its potential, training current and potential users on the use of digital features, and monitoring the impact of tests through surveys and interviews.

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
Public Transport Authority (Regulatory Body)	Agenzia Trasporto Pubblico Locale Milano, Monza e Brianza, Lodi e Pavia	Competences: the agency is the PTA, in charge of service planning. Role and contribution to the pilot: supervising and validating the results of the pilot tests.	Invited to all the LL meetings in its institutional role of coordinating planning, design and implementation of services in the area, but did not participate in those related to WP2; operational participation only on the governance part (WP1).
Local authority	Provincia di Pavia	Competences: the province is a relevant governance actor of the territory; the whole area is part of the province. Role and contribution to the pilot: representing the needs of the territory, supervising and validating the results of the pilot tests.	Always present at the LL meetings in its institutional role of coordinating the municipalities and representing the needs of the territory, supervising and validating the results of the pilot tests.
Local authority	Comune di Stradella	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Always present at the LL meetings in its institutional role of hosting the testing activities, promote the service and support the monitoring.
Local authority	Comune di Broni	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among	Always present at the LL meetings in its institutional role of hosting the testing activities, promote the service and support the monitoring.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		citizens, support the monitoring.	
Local authority	Comune di Casteggio	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Invited to all the LL meetings, present only at the second one in its institutional role (smaller than Stradella, Broni and Santa Maria della Versa) of hosting the testing activities, promote the service and support the monitoring.
Local authority	Comune di Santa Maria della Versa	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Always present at the LL meetings in its institutional role of hosting the testing activities, promote the service and support the monitoring.
Local authority	Comune di Montù Beccaria	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Invited to all the LL meetings, present only at the second one in its institutional role (smaller than Stradella, Broni and Santa Maria della Versa) of hosting the testing activities, promote the service and support the monitoring.
Local authority	Comune di Ponte Nizza	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among	Invited to all the LL meetings, present at 3 of 4 meetings in its institutional role (minor than Stradella, Broni and Santa Maria della Versa) of hosting the testing activities, promote the service and support the monitoring.

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
		citizens, support the monitoring.	
Local authority	Comune di Rovescala	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Invited to all the LL meetings, present only at the fourth one for its institutional role (minor than Stradella, Broni and Santa Maria della Versa) of hosting the testing activities, promote the service and support the monitoring.
Local authority	Comune di Bosnasco	Competences: local administration, directly interested in the DRT service generating benefits for citizens. Role and contribution to the pilot: will host testing activities, promote the service and features among citizens, support the monitoring.	Always present at the LL meetings in its institutional role of hosting the testing activities, promote the service and support the monitoring.
Digital service provider	Via Transportation	Competences: DRT digital platform. Role and contribution to the pilot: implement solution components, will support the tests and monitoring.	Invited to all the LL meetings, present only at the first one to present its role of implementer; afterwards Via has contributed to the digital enhancement both at study and release levels.
Local economic activity	ITP S.p.A. Bosnasco	Competences: big employer. Role and contribution to the pilot: support the monitoring of tests by engaging employees.	Invited to all the LL meetings, present only at the first one as a relevant production site in the area and thus a good catchment area for potential solution testers (employees)
Association	Consumer's group	Competences: representative of consumers. Role and contribution to the pilot: support the monitoring of tests by engaging citizens.	Invited to all the LL meetings, present only at the second one as actual customers and/or potential solution testers

***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 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 digital platform (AGI and Via)	Preparation of the new digital tools in the App and Web App for the totems.	Functionalities activated: 3 (timetables, routing, booking). Digital channels: 3 (Miobus App, AGI App, Web App).	Result (partially) achieved. Functionalities activated: 2 of 3 (Miobus App, AGI App) implemented, tested and operating; 1 (Web App) implemented, to be tested during July and then to become operational
2	Identification of the device model (screen/totem) (AG)	Internal discussion between different business areas (planning & design, marketing, IT and infrastructures) to identify the device model (totem).	Selection of the device.	Result achieved. Device model identified, to be tested during July 2025 together with the Web App.
3	Locations identification (AG and local authorities)	Discussion for the identification of the best locations for the totems (e.g. main stops in the main municipalities).	Identification of the locations for the installation.	Result (partially) achieved. 2 of 3 locations identified (Santa Maria della Versa and Broni), 1 to be defined during July 2025
4	Launch of the first phase of the pilot, training and monitoring (AG, local authorities, Via, Redmint, associations)	A day in one of the main municipalities (probably Stradella, during a market day).	1 event organized.	Result achieved. Carried out on 6 May 2025 (market day) in Stradella market square-

#	Activity	Description	Expected result/ KPI	Status of the KPI by 30 June 2025
5	Installation of the totem (AG)	Installation of totems on the territory.	3 totems installed.	Pending. Installation dates to be defined, probably by July
6	Launch of the second phase of the pilot, training and monitoring (AG, local authorities, Via, Redmint, associations)	A day in one of the installation sites. Stakeholders will be invited in order to try the functionalities: the objective is to identify also possible "ambassadors", sharing knowledge and fostering the use of the totems.	1 event organized.	Pending. 2 events organized; on 8 July in Stradella and on 11 July 2025 in Broni (to be confirmed)
7	Test monitoring closure and next steps	Sum up analysis and processing of test results.	Contribution of the results to the integration of the Action Plan.	Pending. Expected in August

3.2.2. Focus on procurement

The main procurement elements for the implementation of pilot activities are the followings:

1. Upgrade of the existing Apps and creation of the Web App: this procurement process involves the platform provider Via, which delivers the upgrade and translates the information requested in the Web App.
2. Screens: a market research was performed to identify the most suitable provider, and the procurement process has included the installation of the screens.

These elements do not represent a major barrier, as the services are supplied by the same provider as the DRT IT system, while the screens are off-the-shelf products. The main uncertainty is connected to the installation in public spaces, where local rules and availability have to be verified with the municipalities.

3.2.3. 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
1	Preparation of the digital platform (AGI and Via)	01/06/2024	01/11/2024	No deviations
1-MI	Digital platform running		15/11/2024	No deviations

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
2	Identification of the device model (screen/totem) (AG)	01/11/2024	31/12/2024	Foreseen on 01/07/2025
3	Locations identification (AG and local authorities)	01/01/2025	31/01/2025	Real end: 15/06/2025 (2 of 3), 1 in July 2025.
3-MR	Media release announcing the first event	20/03/2025	20/03/2025	Real end: 24/04/2025 (through App and social media)
4	Launch of the first phase of on-field activities, training and monitoring (AG, local authorities, Via, Redmint, associations)	21/03/2025	30/04/2025	Real end: 06/05/2025
4-MR	Media release describing the event and the start of tests, and announcing the second event	05/04/2025	05/04/2025	Foreseen on 04/07/2025
5	Installation of the totem (AG)	15/04/2025	15/06/2025	Installation dates to be defined, foreseen on July 2025
5-MI	Totems installed	15/06/2025	15/06/2025	Installation dates to be defined, foreseen on July 2025
6	Launch of the second phase of on-field activities, training and monitoring (AG, local authorities, Via, Redmint, associations)	15/06/2025	31/07/2025	Foreseen on 08/07/2025
6-MR	Media release describing the event and the full testing	31/07/2025	31/07/2025	No deviations expected
7	Test monitoring closure and next steps	01/08/2025	31/08/2025	No deviations expected

***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 #2 - Identification of the device model (screen/totem) (AG): postponed as it requires previous identification of the suitable locations with the stakeholders.	1 - low	New activity planning: 1. Media release announcing first event; 2. First event to start the identification of locations; 3. Identification of location and of device model (contextually).
Activity #3 - Locations identification (AG and local authorities) (Real end: 15/06/2025): following new timeplan	1 - low	Adapted to the new planning to engage municipalities
Activity #3-MR - Media release announcing the first event (real end: 24/04/2025): following new timeplan	1 - low	Adapted to the new planning to engage municipalities
Activity #4 - Launch of the first phase of on-field activities, training and monitoring (AG, local authorities, Via, Redmint, associations): postponed as functional to the identification of locations, alignment with municipalities' timeplan.	1 - low	Adapted to the new planning to engage municipalities
Activity #4-MR - Media release describing the event and the start of tests, and announcing the second event (foreseen on 04/07/2025): following new plan	1 - low	Adapted to the new planning to engage municipalities
Activity #5 - Installation of the totem (AG): few weeks delay following the evolution of the planning	1 - low	Adapted to the new planning

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

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

In the case of the Pavia-Oltrepò pilot, the feedback of the reviewers (BKK, RMO, SDC) are not relevant for this component at this stage.

4. Budapest area

4.1. The pilot testing elements

Pilot: 2.1 Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/operational innovations

Pilot area: 16th district, Budapest, Hungary

Peer reviewers: Autoguidovie (AG), Regions Management Osttirol (RMO), Split-Dalmatia County (SDC), Redmint

4.1.1. The solution components to be tested

Within the framework of co-design solutions components to be tested in Pilot 2.1, the activities in Budapest area focus on three components:

1. **Tools for digitalization of existing services.**
2. **Digital integration between DRT and PT.**
3. **Operational hybrid DRT models enhancing flexibility.**

Component 1: DRT in MaaS App. The new DRT service is aimed at being displayed in the BudapestGO journey planner application, which is used in Budapest and in its urban area. The location of the vehicles will be tracked on a live basis and live on-time departure times will be shown to its users. Users will have the opportunity to plan journeys with the new service as it will be integrated into the trip planning system. The ticketing system for the new service will be the same as the one which is used in BKK's existing PT network. Journey requests will need to be submitted through a dedicated website developed exclusively for the project. This website will be stand-alone integrated in the BudapestGO app: users will be able to reach the online request website (csobajbusz.bkk.hu) in the BudapestGO app via a hyperlink and will be able to login to the csobajbusz.bkk.hu with their existing BudapestGO account.

Component 2: Display of DRT and traditional services in the same interface, fostering integration. The new service will be a stand-alone integrated into the BudapestGO application, like the already operating demand-responsive transport systems (Telebusz), but in this case it will be possible to log in with an existing BudapestGO account. The location of the vehicles can be tracked on a live basis in the BudapestGO application along with other BKK and MÁV-HÉV services.

Component 3: New DRT services without fixed itineraries. The solution would enable to operate a flexible DRT service without a pre-fixed designated route in a suburban area of the capital city of Hungary. This would be supported by a newly developed software, which will be acquired through a procurement from an experienced company that handles state-of-the-art transport solutions. The testing would help to gain experience and thus identify potential opportunities to extend demand-responsive transport solutions in Budapest. The new flexible DRT system is planned to serve a mixed-use residential area, located in the eastern part of the 16th district in Budapest, which is currently underserved by public transport (PT) services. The area does not feature any specific trip-attracting facilities; however, a supermarket, that opened at the beginning of 2025, could 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 link uncompetitive and uncomfortable for a large proportion of residents in the area, such as the elderly population. As a result,

car dependency is remarkable and serves as the dominant transport mode among the residents of the pilot area.

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 BKK is the 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. Roles: pilot responsible, decision maker. Contribution to the pilot: main project partner. It contributes through designing, strategic decision-making and organising the new DRT service.	Involved - Several departments of BKK are working on the development of the new DRT system with flexible route. Several departments of BKK participated in all Living Lab meetings: • 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, designing and analysing research to gather more information about the potential demands for the planned DRT service.	Involved - Mobilissimus collaborated in the design process of the pilot, in the research and in the public consultation (survey). Mobilissimus participated in all Living Lab meetings: • 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 16th district of Budapest. The 16th District of Budapest is a suburban area located in the northeastern part of the Hungarian capital, which is	Competence: the pilot area is located in the 16th district of Budapest, which is governed by the local municipality. Role: Local Authority. Contribution to the pilot: it contributes to the pilot implementation by providing support in potential barriers, which are	Involved – contribution in the planning process of the development of the new DRT line and in social engagement activities. The Municipality of the 16th district of Budapest participated in 3 Living Lab meetings: • LL3 – 06/08/2024

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	currently underserved by PT services.	required to be abolished to carry out the project.	• LL4 – 14/10/2024 • LL5 – 22.05.2025
Infrastructure and service provider	BKV Budapest Transport Privately Held Corporation BKV is the main public transport operator in Budapest. It is one of the subcontractors of BKK. Its task includes the responsibility to operate certain services by providing vehicles and operational support.	Competence: expertise in operating services Role: Transport Operator. Contribution to the pilot: it holds the responsibility to operate the new DRT service (vehicle, bus drivers).	Involved – procurement of the minibus which will serve the new DRT line and tested the vehicle in the pilot area. BKV participated in 3 Living Lab meetings and provided the minibus and drivers to the site visits: • 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)	Competences: academic knowledge and practices among designing transport systems. Role: expert and potential advisor Contribution to the pilot: it provides academic perspectives to transport solutions.	Involved – BME contributed to the scenario development, academic knowledge transfer related to the DRT systems. BME participated in 2 Living Lab meetings: • LL1 – 12/09/2023 • LL2 – 04/03/2024
General public	Residential community in the pilot area More than 300 participants from the pilot area.	Competences: experience, opinions about local transport. Role: residential advisor. 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.	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.
Infrastructure and service provider	MÁV-HÉV Zrt. *(From 1 January 2025, integrated into MÁV*	Competences: transport co-operator. Role: potential collaboration in the project. Since the suburban railway	(Slightly) involved – informed them about the new DRT line. The new DRT line will connect the

Type of stakeholder*	Name and brief description	Competences, role and contribution to the pilot	Involvement until 30 June 2025
	Passenger Transport Ltd.) It operates the five suburban railway lines in Budapest.	lines that the DRT service aims to feed are operated by MÁV-HÉV Zrt., cooperation may be required. 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.	pilot area with the suburban railway (HÉV), operating as a shuttle service synchronised with the suburban railway departures and arrivals.
Other (Sectorial agency)	KTI Hungarian Institute of Transport Sciences and Logistics KTI supports the transport administration and the decisions of the sectoral actors with data, studies and preparatory material.	Competences: good practices and knowledge among designing transport systems. Role: potential advisor. Contribution to the pilot: DRT planning – suggestions, good practices.	(Slightly) involved – Keeping up to date them with the project via the Newsletters.
SME	realCity ITS Ltd. realCity is a Budapest-based company specializing in innovative, cloud-based public transport management and passenger information systems.	Competences: developing modular public transport software solutions, cloud-based architecture, end-to-end system integration. 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. Role: external contractor. Contribution to the pilot: developing the IT system for the new DRT service with flexible route planning	Involved - realCity is 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 Living Lab meeting: • 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.

#	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 is completed in November 2024.
3	Development of the DRT Software	Launching a procurement. The winner of the tender designs and operates the software that supports the flexible DRT system.	Winner of the tender announced. The selected company gains the right to design the software and operate the IT system of the DRT service through the designated test period.	Result achieved. The tender was unsuccessful in February 2025. It completed successfully in April 2025. The contract was signed on 8 May 2025.
4	Implementation of the DRT service	Launching the DRT service for a designated test period.	Operation of the service initiated.	Pending. The new DRT service with flexible route will start on 1 August 2025.

4.2.2. Focus on procurement

The development of a flexible DRT requires the development of an IT system. The IT system was planned to be developed by an external contractor. The BKK's original plan was that the partner who currently operates

the DRT system (Telebusz) would implement the IT solution for the flexible DRT system. However, the originally planned solution was not successful, as the onboarding systems needed to be updated.

Therefore, BKK had to find a new solution, which was a procurement of brand-new, independent white-label software. For the new solution, BKK had to revise the existing technical description for the procurement. Because of this, and the need to find a new solution, BKK started the procurement later than originally planned and the launch of the pilot was delayed.

The procurement required 3 valid bids. Nationally [in Hungary, ed.] there are not that many potential partners, so BKK invited foreign tenderers as well. The procurement process was conducted in both Hungarian and English.

It was important that within the framework of this procurement, the successful tenderer could develop a software solution for the implementation of the flexible route demand responsive transport system, which will be operated during the pilot period (up to one year). Since the contracting Authority is purchasing a service, the procurement did not include the purchase of any software or licenses with rights of use beyond one year; rather, it only covered the testing of a new type of flexible demand-responsive routing system with software support

The procurement process closed unsuccessfully in February 2025, as the required 3 bids were not received. The procurement process was restarted by expanding the pool of potential providers, and then successfully completed the procurement in April 2025. The contract was signed on 9 May 2025. The winning external contractor was the realCity ITS Ltd. (a Budapest-based company specializing in innovative, cloud-based public transport management and passenger information systems).

4.2.3. 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
1	Planning process of the system	03/2023	11/2024	+3 months
1-MI	Technical description completed		01/2025	No deviations
2	Social engagement activities	05/2024	02/2026	No deviations
2.1-MI	On-site public Consultation for the citizens of the pilot area		14/10/2024	No deviations
2.2-MI	Online public consultation (survey)	09/10/2024	13/11/2024	No deviations
2-MR	Media release about the planned flexible DRT service	01/10/2024	31/10/2024	No deviations
3	Procurement process for IT services	07/2024	09/2024	+7 months Real end: 04/2025
3-MI	Provider awarded		09/2024	+7 months (but it was not successful in the first round)

#*	Activity/ Milestone/other	Start	End/Achievement	Deviations
				Real end: 04/2025
4	Procurement process for IT services (after an unsuccessful round)	02/2025	04/2025	No deviations
4-MI	Provider awarded (after an unsuccessful round)		04/2025	No deviations
5	Implementation of the DRT service	11/2024	11/2025	+9 months Start: foreseen on 01/08/2025 End: foreseen on 31/01/2026
6-MR	Media release about the activation of the service	11/2024	11/2024	+9 months Foreseen on 08/2025

***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.

Deviation	Severity*	Adaptation/Mitigation measure
Activity #1 - Planning process of the system (+3 months): this postponement was due to the need to redesign the original planned technical specification of the new DRT system (see the detailed reasons Chapter 4.2.2 Focus on procurement process).	2 - moderate	The duration of the pilot will be reduced from 12 months to around 6 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 #3 - Procurement process for IT services (+7 months): this delay was due to the need to redesign the originally planned technical specification of the new DRT system and the first unsuccessful round of the procurement process was unsuccessful, so the process had to be	3 - high	Despite the delay, BKK was able to develop a specification that was innovative and better adapted to the flexible route of the DRT service and selected the best external contractor to implement it.

Deviation	Severity*	Adaptation/Mitigation measure
restarted (See the detailed reasons in Chapter 4.2.2 Focus on procurement process).		
Activity #3-MI - Provider awarded (+7 months): This delay was due to the need to redesign the originally planned technical specification of the new DRT system and the unsuccessful first round of the procurement process. (See the detailed reasons in Chapter 4.2.2 Focus on procurement process).	3 - high	Despite the delay, BKK able to develop a specification that was innovative and better adapted to the flexible route of the DRT service and selected the best external contractor to implement it.
Activity #5 - 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 around 6 months.
Activity #6-MR - Media release about the activation of the service (+9 months): due to the delay of the launch of the DRT service.	1 - low	BKK actively promoted the launch of the DRT system in the media (flyers, press conference, local and national media articles)

*** 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 (AG, RMO, SDC, and Redmint) have not yet started.

5. East Tyrol

As stated in the Introduction (chapter 2), the circumstances in East Tyrol regarding operational and digital situation of PT and the presence of a quasi-monopoly for relevant Apps lead RMO to change the approach in this pilot. RMO concentrated on analysing the current offers in East Tyrol and compared them to offers by other operators in Austria, and to the findings from the other pilot regions.

The following paragraphs are based on the results of the LL meetings, dialogues with VVT[1] and the work of external experts who were consulted to advise on creating a blueprint of PT and DRT in East Tyrol.

5.1. Status Quo

Being part of the administrative region of Tyrol, with regards to PT administration, East Tyrol is also covered by VVT. Therefore, the operational and digital solutions of VVT also come into play when using PT in East Tyrol. VVT offers several apps for the use of their services, i.e. SmartRide, VVT Tickets and RegioFlink, all with different focus and purpose. SmartRide focuses on schedules and live timing, VVT Tickets is a special app to buy and manage tickets and RegioFlink is the app for booking one of VVT's DRTs (RegioFlink).

A comparison between standard applications in East Tyrol and other applications commonly used in Austria shows that, for applications not available in East Tyrol, a combination of timetable information, real-time information and ticket purchasing is the minimum standard. In East Tyrol, this combination is only available in the ÖBB app. Furthermore, it is evident that outside East Tyrol, demand-responsive transport and rental systems are not integrated - or only insufficiently integrated - into standard applications. As with the applications in East Tyrol, offline use of these functions is usually limited.

5.2. Comparison to other solutions

A comparison between the applications available in East Tyrol and the standard applications commonly used in the rest of Austria in the field of public mobility, including compliance level and standard functions, is shown in the table below.

App	Schedule info	Live Timing	Tickets	DRTs	Rentalsystems	Offline-Use
VVT-SmartRide*	☑	☑	✗	✗	✗	partially
Wegfinder in OT*	☑	☑	partially	✗	✗	✗
ÖBB-App*	☑	☑	☑	✗	✗	partially
OsmAnd*	✗	✗	✗	✗	✗	☑
VVT-Ticket-App*	✗	✗	☑	✗	✗	partially
südtirolmobil	☑	☑	✗	✗	✗	✗
LinzMobil	☑	☑	☑	✗	✗	partially
GrazMobil	☑	☑	☑	✗	✗	partially
Salzburg Verkehr	☑	☑	☑	✗	✗	partially
VOR AnachB*	☑	☑	☑	✗	✗	✗

*Table 1: Comparison among applications available in Austria in public mobility; *app available in East Tyrol*

[1] Verkehrsverbund Tirol (VVT) has been responsible for local public transport (ÖPNV) in Tyrol since 1995 as a mobility service provider of the state of Tyrol. [Source: https://www.vvt.at/]

In a European comparison, there are other applications that offer advanced functions, thereby expanding the range of services within individual applications. The Berlin application Jelbi[2] integrates timetable information, real-time information and ticket purchasing with on-demand transport and rental systems, thus already offering a very wide range of services. The only area where there still has potential for optimisation is offline use. The same applies to the Finnish application Whim[3]. Omio[4], on the other hand, offers only a few functions in comparison, with timetable information, real-time information (limited) and ticket purchasing. However, tickets can be purchased for a large number of countries.

A comparison between the applications available in East Tyrol and advanced European applications in the field of public mobility, including compliance level and standard functions is shown in the following table.

App	Schedule info	Live Timing	Tickets	DRTs	Rentalsystems	Offline-Use
VVT-SmartRide*	☑	☑	✗	✗	✗	partially
wegfinder OT*	☑	☑	partially	✗	✗	✗
ÖBB-App*	☑	☑	☑	✗	✗	partially
OsmAnd*	✗	✗	✗	✗	✗	☑
VVT-Ticket-App*	✗	✗	☑	✗	✗	partially
südtirolmobil	☑	☑	✗	✗	✗	✗
Omio	☑	partially	☑	✗	✗	✗
Jelbi	☑	☑	☑	☑	☑	✗
myScotty*	✗	✗	☑	✗	☑	✗
TIER Mobility	✗	☑	☑	✗	☑	✗
Dott	✗	☑	☑	✗	☑	✗
Citymapper	☑	☑	partially	partially	partially	✗
Whim	☑	☑	☑	☑	☑	✗

*Table 2: Comparison among applications available in East Tyrol and advanced European applications in public mobility; *app available in East Tyrol*

5.3. Advanced Features

In addition to what is presented in the previous paragraphs, there are some apps and algorithms (which can be used by third party apps) that offer further advanced features.

Whim, for example, offers options in the area of MaaS and is the only app among those considered that provides information on the CO2 consumption of travel options.

Citymapper[5] provides information on the physical energy consumption of travel options and also offers information in the area of advanced navigation, not only planning a trip with a fixed mode of transport but comparing several available modes and propose the best mix.

The Jelbi application also integrates real-time capacity utilisation.

Apart from PT and Sharing apps, there are also apps enhancing ride pooling.

[2] https://www.jelbi.de/en/home/

[3] https://www.transdev.com/en/solutions/whim-maas/

[4] https://www.omio.com/

[5] https://citymapper.com/

In addition to these application, there are optimization algorithms that can be embedded in third-party mobility services to improve efficiency. An example is the Advanced Optimization Core from the software company inola GmbH[6], a self-learning optimisation algorithm that offers intelligent routing and ride pooling thanks to artificial intelligence andcan be used in the background by mobility apps. Based on trip requests, this algorithm calculates the optimal carpools and departure times and thus the most customer-friendly and economical route between virtual stops, physical stations of regular service or even GPS coordinates.

The on-demand transport service hvv hop[7], powered by ioki, is integrated into the fare system of the Hamburg Transport Association (hvv)". The ioki's product portfolio also includes the coordination of planned DRT services and the optimisation of existing transport services; for instance the PT in Speyer (DE) uses ioki to optimize its routes. No information is available on whether and in what form of the AI is used for these services; however, the company name ioki (acronym for Input Output Artificial Intelligence) suggests that it is used.

The Berlin-based tech company Tracks[8] uses artificial intelligence to improve its customers fuel and emissions management, thereby reducing costs. Data from telematics systems, which are installed as standard in trucks, are used to create a digital twin of the truck and optimise journeys in order to reduce fuel consumption and CO2 emissions.

Major players in the mobility sector, such as Deutsche Bahn, also use AI in a variety of applications. For example, AI is used to determine peak utilisation and, in the event of delays, to prioritise suburban trains. Other applications include intelligent delay forecasting, an AI-based voice dialogue system and the automated feedback platform Railmate[9]. Deutsche Bahn also uses AI for train maintenance and the associated material planning.

Although the applications used by Tracks and Deutsche Bahn cannot be adopted one-to-one for Bus Rapid Transport (BRT) operations, they do demonstrate some of the possibilities for using AI in the field of public mobility. They therefore appear to be ideally suited as approaches for implementing similar solutions in the field of demand-responsive transport.

5.4. Lessons learned and recommendations

Although the range of public mobility applications available in East Tyrol is supplemented by additional functions than in the rest of Austria and Europe, it is nevertheless clear that none of the applications considered above combine all functions. There is still great potential to make applications more advanced and thus (further) increase their usability, particularly in the areas of offline use of time schedules and mapping, CO2 tracking, physical energy consumption, advanced navigation, accessibility, gamification, MaaS and real-time utilisation and capacities.

The usability of digital tools directly influences satisfaction, frequency of use and acceptance of services. The usability of the app largely determines whether the service is perceived as practical, efficient and attractive. Successful usability reduces the perceived complexity of multimodal mobility. Easy usability, reduced complexity and mobile accessibility lower digital access barriers, especially for older people or groups who are not tech-savvy.

The app is the main interface for information, booking and management of all forms of mobility. In addition to a booking process that should be divided into logical steps, the literature primarily mentions the provision

[6] https://www.inola.at/
[7] https://vhh-mobility.de/hop/
[8] https://www.tracksfortrucks.com/
[9] https://railmate.de/

of accurate real-time data and direct feedback systems for errors or booking confirmations as key elements/functions.

Other important elements/functions are:

- The selection of journeys, time slots and stops, and the integration of route network maps;
- Access for and the coverage of the information needs of different user groups;
- Information on operating hours and area of operation as well as transparent pricing and a fare overview;
- Quick access to relevant information.

With regards to the possibility of later expanding the application, the principle of modularity is recommended.

With regards to information transfer, the integration of tutorials or in-app guides, better labelling of stops (physical and digital) and the combination of digital and analogue infrastructure (e.g. digital booking + physically marked stops) are cited as important components of applications. Furthermore, limiting the search function to the actual area of use is recommended in order to avoid incorrect bookings. Information campaigns, training courses or digital consultation hours are further possibilities for increasing the use of applications.

Clear and simple navigation within the application is uniformly recommended. In addition, the use of simple language and clear terms and labels is recommended. Furthermore, the ability to search for departure locations and time, as well as the preselection of popular destinations and the display of alternative connections or dynamic route display contribute to intuitive operation.

Applications should be accessible to all user groups. In addition to apps, telephone bookings, web portals, SMS solutions and personal assistance should also be offered. In addition to simple language, barrier-free design is essential for inclusion. Consistent use of symbols is also recommended. Easy usability, reduced complexity and mobile accessibility reduce digital access barriers, especially for older people or groups with little technical expertise.

However, it should not be overlooked that some individuals (or groups of individuals) do not (or cannot) use digital applications. Appropriate measures must therefore be put in place, such as the option to order DRT systems by telephone, as is possible with RegioFlink.

In East Tyrol there are currently no digital information and booking options for DRT available and customers have to call by phone to reserve the RegioTax in Defereggen and Puster Valley. However, VVT offers this information and booking option in other regions of Tyrol (Jenbach, Wattens, Talkessel Reutte) via RegioFlink which is (as for now) under discussion to be implemented as a Pilot also in Defereggen Valley.

6. Conclusions

The areas engaged in the DREAM_PACE pilot 2.1 activities – i.e. Pavia-Oltrepò, Budapest and East Tyrol – are testing a set of innovations aiming at enhancing the performance and the acceptance (and inclusiveness) of the existing DRT concepts in their territories. In the case of Pavia-Oltrepò the innovations focus on improving the digitalisation level of existing services. In Budapest, in addition to that, a service based on a new operational approach enabled by digital innovation is being implemented and tested. East Tyrol concentrates on the analysis of usability and acceptance of the DRT systems integrated into PT through the monitoring of users' behaviour. In both Pavia-Oltrepò and Budapest, particular attention is given to the citizen engagement and communication actions, in order to support the acceptance of digital and operational innovations as well as to guarantee effective fine tuning with the needs of users and with the sustainability principles. In East Tyrol secondary data are analysed and interviews conducted with the manager of the app providing integrated PT services including DRT, which allow to get information on how this influences usability and acceptance of the referring DRT systems.

This deliverable provides a comprehensive summary of the progress of pilot 2.1 activities in the involved areas, structuring the operational and testing phases, identifying specific steps for each region, and ensuring that the tests reflect local needs and implementation conditions. Additionally, it highlights the structured stakeholder engagement, which involve key actors such as Public Authorities, PTOs, and digital service providers. Stakeholder involvement remains a key component of the local workplans, ensuring that governance, operational, and technical aspects are validated through meaningful engagement.

The deliverable, together with the other pilot progress reports (D.1.3.2, 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.2.2.3, consisting in a digital and service model blueprint enhancing existing DRT networks, responsiveness in rural/peripheral areas, composed by digital and operational innovative elements.

7. References

1) DREAM_PACE Application Form, Version 2.0. 2023.
2) DREAM_PACE D2.1.1 “Analysis report on DRT digital and operational innovations in CE Regions and engaged areas”. 2023.
3) DREAM_PACE D2.1.2 “State of the art report on digital and operational approaches for DRT in the pilot areas”. 2024.
4) DREAM_PACE D2.1.3 “Development scenarios for DRT innovative digital and operational approaches”. 2024.
5) DREAM_PACE D2.3.1 “Detailed workplan for pilot 2.1 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.

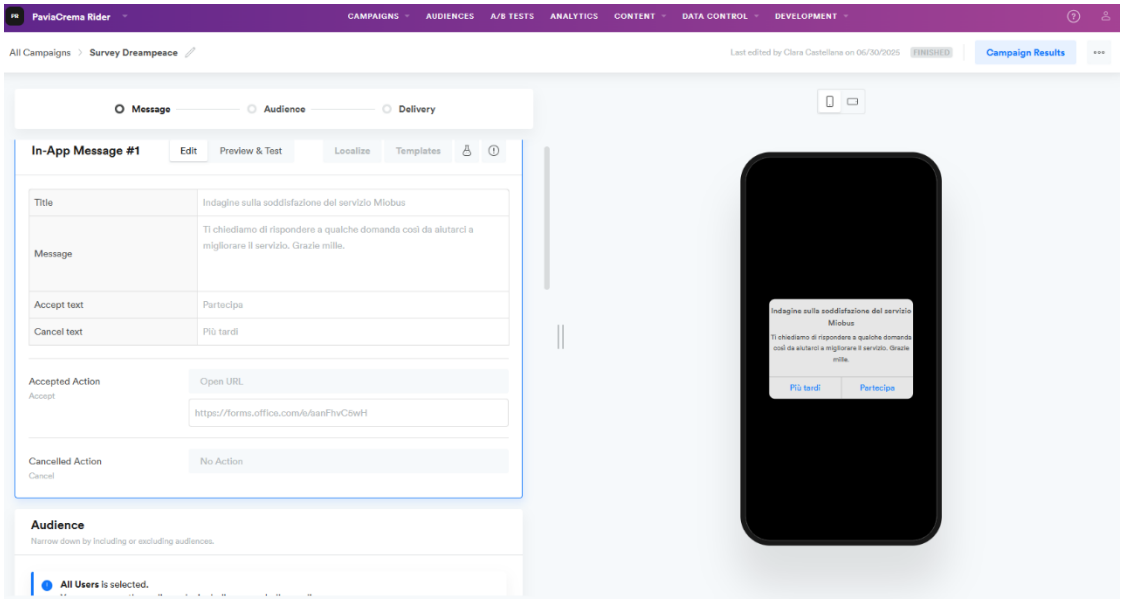
8. Annex: Pilot 2.1 local and project media releases communicating the start of testing actions

The Annex collects the local and project media releases communicating the progress of the testing actions in all the sites of implementation of pilot 2.1.

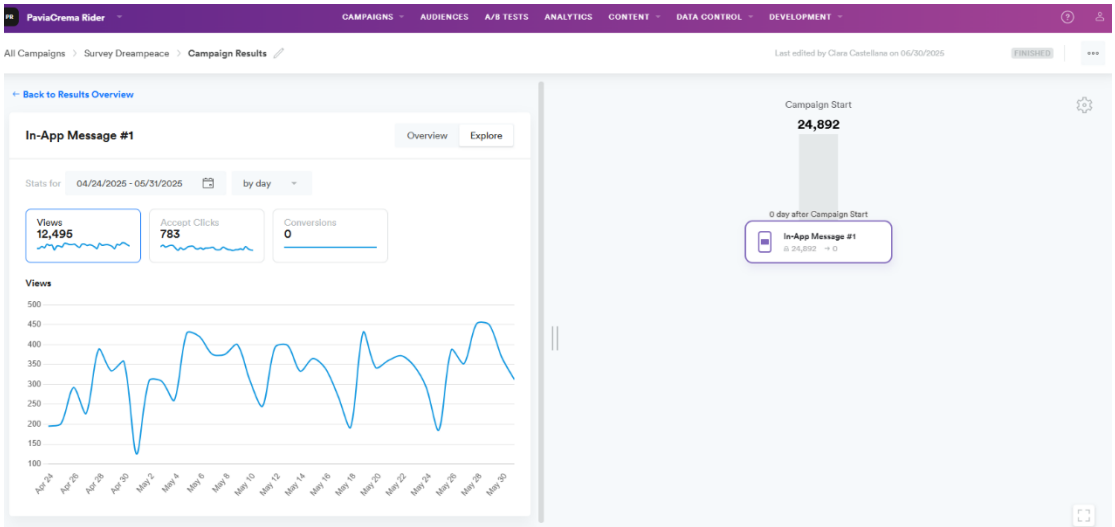
8.1. Pavia-Oltrepò

On 6 May 2025, Autoguidovie sent a push notification through the Miobus app to all registered users and shared a message via its official Telegram channel, inviting them to complete a questionnaire about the service.

Screenshots of the backend interface used to create and send the push notification:

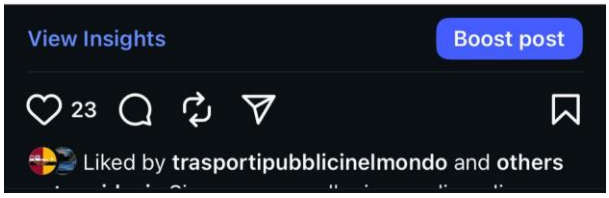


Screenshot of the results of the questionnaire:



Screenshot of the message shared via Autoguidovie's official Telegram channel:

On the same day (6 May 2025) Autoguidovie also published an **Instagram post**, which likewise included the link to the questionnaire to be completed:



8.2. 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-igenyvezerelt-jarat-indulhat-2025-ben-a-xvi-keruletben.13311/	09/10/2024	
	Press release	https://telex.hu/belfold/2024/10/09/bkk-16-kerulet-igenyvezerelt-jarat-csobaj-egyeztetes	09/10/2024	

Topic	Type of the media	Link	Date	Notes
		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-igenyvezerelt-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/Igenyvezerelt-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-tervezett-rugalmas-utvonalu-telebusz-rendszerrol	10/10/2024	
	Mobilissimus Facebook	https://www.facebook.com/Mobilissimus/posts/pfbid02mK4ZyB4rr8ck6URicF4qnUZnC9MNhbdGYa1uiMdvqViBBqogS21KHyEsXMkx8PWml?locale=hu_HU	10/10/2024	
	Website of the Municipality	https://www.bp16.hu/hirek/aktualis/tarsadalmi-egyeztetest-indit-a-bkk-a-csobaj-banya-kornyekere-tervezett-igenyvezerelt	16/10/2024	

Topic	Type of the media	Link	Date	Notes
	of District 16 (pilot area)			
	Facebook event	https://www.facebook.com/events/1261482248485102/?active_tab=discussion	09/10/2024	

8.3. East Tyrol

Since at this point no on-field pilot actions had taken place, communications were limited to newsletters and social media postings rather than official media releases.

Newsletters and social media reports are listed below in chronological order, in the local language, German, and translated into English for broader understanding.

Social Media Post 30 of January 2025:

Im Rahmen des 🇪🇺Interreg CE Mobilitätsprojekts „Dream_pace“🚌🚞🚄🚏 wird das RMO in den kommenden Wochen eine tiefgreifende Analyse der aktuellen Situation hinsichtlich des Mobilitätsangebots in Osttirol durchführen und dabei einerseits auf bestehende Daten und vorangegangen Projekte zurückgreifen, aber auch neue Daten erheben.

Um neben den technischen, auch qualitative Daten zu erhalten, ist Jakob Britz mit den Gemeinden der Region im Gespräch. Ziel ist es, für jede Gemeinde einen detaillierten und fundierten Steckbrief zur Mobilitätssituation zu erstellen, der in weiterer Folge zusammen mit Daten aus dem Tiroler Verkehrsmodell Potenziale aufzeigen soll, wo in Osttirol die Nutzbarkeit und Zugänglichkeit des öffentlichen Verkehrs mit Hilfe von bedarfsorientierten Angeboten verbessert werden kann 🚐🏔

Welche Wünsche habt Ihr an den öffentlichen Verkehr? Worauf sollte eurer Meinung nach geachtet werden, dass ihr vermehrt die Öffis nutzt?

Lasst es uns wissen und schreibt’s in die Kommentare 👇 💡

As part of the EU Interreg CE mobility project ‘Dream_pace’ 🚌🚞🚄🚏, the RMO will conduct an in-depth analysis of the current situation regarding mobility services in East Tyrol in the coming weeks, drawing on existing data and previous projects, but also collecting new data.

In order to obtain qualitative data in addition to technical data, Jakob Britz is in talks with the municipalities in the region. The aim is to create a detailed and well-founded profile of the mobility situation for each municipality, which, together with data from the Tyrolean transport model, will subsequently highlight potential areas in East Tyrol where the usability and accessibility of public transport can be improved with the help of demand-oriented services.

What are your wishes for public transport? What do you think needs to be done to encourage you to use public transport more?

Let us know and write your comments below 👇 💡

Newsletter May 2025:

Nachdem im Dialog mit interessierten Gemeinden und der Analyse des Verkehrsmodells Tirol viele Potenziale hinsichtlich der Verbesserung des Mobilitätsangebots aufgedeckt wurden, hat das Projektteam nun mehrere Ansatzpunkte und Ideen, die in Zusammenarbeit mit MobilitätsplanerInnen von VVT, ÖBB360° und Postbusshuttle diskutiert werden und bis Ende Juni als belastbarer Input ausgearbeitet werden, der schließlich in die Neuausschreibung des Öffentlichen Verkehrs im Herbst 2025 fließen soll.

Diese „Blaupause“ wird Ende Juni in einem gemeinsamen Workshop mit Interessierten finalisiert, um somit das ÖV-Angebot in Osttirol weiter zu attraktiveren. Eine Einladung dazu wird in den nächsten Tagen ausgesendet.

After identifying numerous opportunities for improving mobility services in dialogue with interested municipalities and analysing the Tyrol transport model, the project team now has several starting points and ideas that will be discussed in collaboration with mobility planners from VVT, ÖBB360° and Postbusshuttle and developed into reliable input by the end of June, which will ultimately be incorporated into the new public transport tender in autumn 2025.

This ‘blueprint’ will be finalised at the end of June in a joint workshop with interested parties in order to further enhance the attractiveness of public transport services in East Tyrol. Invitations to this workshop will be sent out in the next few days.