Interreg CENTRAL EUROPE

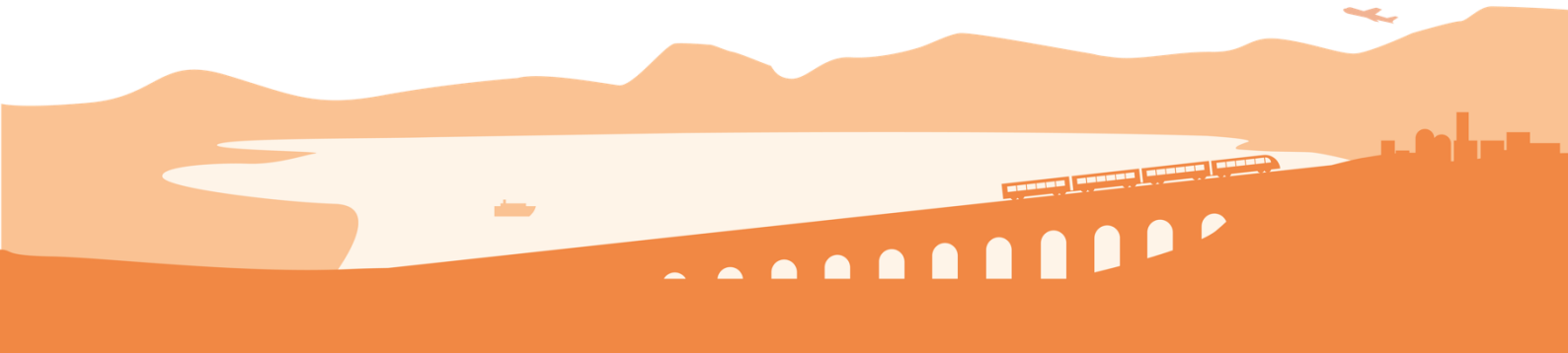
Co-funded by the European Union

DREAM_PACE

D3.4.2 Report on actions fostering the take up and upscaling of solutions

Final Version

02 2026



Authors and log change of the document

Partner No.	Partner Acronym	Name of the author	Action	Version
10	TUB	Massimo Moraglio	Template and 1st version of the document	0
1	SRM	Chiara Lepori Dario Marchini	Review of the document	1
10	TUB	Massimo Moraglio	2nd version of the document	2
1	SRM	Chiara Lepori Dario Marchini	Review of the document	2.1
10	TUB	Massimo Moraglio	Addressing of SRM's review and 3rd version of the document	3
2	Redmint	Gabriele Grea	Review of the document	3
12	Rupprecht	Hassan Hussin	Review of the document	3
10	TUB	Massimo Moraglio	Addressing of reviewers' comments and elaboration of proposed final version	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 fostered a better integration of DRT and public transport (Bologna, Pavia, Budapest areas), supported a higher coordination among existing DRT initiatives (East Tyrol, Baden-Württemberg) and experimented new integrated approaches for DRT "green fields" (Split-Dalmatia County).

DREAM_PACE exploited the potential of integrated planning and digital and operational innovations for a common strategy and develop innovative DRT modular solutions. The project implementation built 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, which constitutes the Report on actions fostering the take up and upscaling of solutions, presents the actions implemented by the DREAM_PACE partnership to foster the take up and upscaling of the project’s innovative solutions for integrating DRT into regional mobility networks and public transport (PT) systems.

In line with Work Package (WP) 3, Activity 3.4 “Knowledge transfer, uptake and upscale of project outputs”, the report focuses on targeted communication and capacity-building actions directed at public and private decision makers, transport authorities, operators, mobility service providers and other relevant stakeholders, with the aim of supporting the practical adoption, continuation and replication of the solutions developed within the project.

The deliverable is conceived as a final wrap-up report: its purpose is not to repeat the technical content of the solutions developed in WP1 and WP2, but rather to show how those solutions were communicated, validated, packaged and transferred towards potential adopters. In this sense, D3.4.2 complements the technical pilot and solution outputs, as well as D3.4.1 “Report on actions fostering the take up of action plans”, by focusing specifically on the post-pilot uptake dimension of the solutions themselves.

The deliverable is organized as follows.

Chapter 2 introduces the scope of the report as a final wrap-up of the knowledge transfer and solution validation activities.

Chapter 3 describes the project solutions, outlining the intended adopters and the logic behind their uptake.

Chapter 4 provides a detailed overview of the specific actions implemented in the six Living Labs to foster the take-up and upscaling of their respective results.

Chapter 5 reports on the online stakeholder training on the DRT4ALL “Solution Toolbox” held on 19 February 2026.

Chapter 6 positions the DRT4ALL platform as the project’s main legacy tool for ensuring the long-term transferability and accessibility of the solutions.

Chapter 7 drafts the conclusions of the deliverable.

The Annexes contain the individual Living Lab reports compiled by each pilot responsible partner, and the documents regarding online stakeholder training.

2. Introduction

DREAM_PACE addresses the challenge of insufficient accessibility and uneven mobility opportunities in rural, peripheral and low-demand areas of Central Europe by improving the integration of PT and DRT services through governance, planning, digital and operational innovation. Within this framework, the uptake and upscaling of solutions is not understood as a purely technical transfer. It requires that authorities, PT operators (PTOs), PT authorities (PTAs), and other stakeholders understand the relevance of the solutions for their own territorial, institutional and operational context.

For this reason, DREAM_PACE combined several enabling actions: Living Lab validation and stakeholder dialogue, direct communication with decision makers, targeted dissemination materials, a final online stakeholder training, and a continuity package through DRT4ALL. The present deliverable builds on these elements and is structured around three main evidence sources: the six Living Lab (thereafter LL) reports, the 19 February 2026 online training materials on the DRT4ALL "Solution Toolbox", and the DRT4ALL positioning as the project's legacy platform.

The evidence collected for this deliverable points to four main outcomes:

- First, the project succeeded in turning locally tested solutions into credible uptake cases. Several LLs moved beyond experimentation and generated concrete follow-up decisions or references for future implementation, such as continued operation in Budapest, tendering-related uptake in Split-Dalmatia County (SDC), integration into planning and contracting in Bologna, and territorial replication in Pavia-Oltrepò.
- Second, DREAM_PACE showed that the upscaling of DRT solutions depends heavily on institutional dialogue and decision-maker engagement. In all six LLs, dedicated exchanges with authorities, PTAs, PTOs, municipal representatives or management-level actors played a decisive role in translating pilot results into operational or strategic next steps.
- Third, the project strengthened the capacity-building dimension of uptake through the online stakeholder training. The 19 February 2026 event did not simply present results, but aimed to guide adopters in selecting tools, understanding governance arrangements and identifying implementation steps for their own context.
- Fourth, the creation of DRT4ALL increased the long-term accessibility and transferability of project outputs. By structuring DREAM_PACE resources around a Solution Toolbox and governance hints, the project has made its results easier to navigate and more usable for external actors, thereby reinforcing both take-up and replication potential beyond the partnership.

In this context, DRT4ALL plays a central role as the project's continuity instrument. Rather than leaving solutions dispersed across technical deliverables, DREAM_PACE has packaged them in a more accessible and implementation-oriented format, allowing external users to consult the Solution Toolbox and governance hints after the end of the funded project. Taken together, the Living Lab outcomes, the online training, and the DRT4ALL platform demonstrate that DREAM_PACE has not only generated innovative DRT solutions, but also created practical mechanisms for their dissemination, take-up and future upscaling across Central Europe and beyond.

3. DREAM_PACE solutions and uptake logic

In WP1 and WP2, DREAM_PACE developed four modular solutions through four pilot actions across six areas in Central Europe countries, aimed at improving governance, planning, digitalisation and operations for DRT in public transport systems. The project application form links these outputs to the programme result on solutions taken up or upscaled by organisations, confirming that uptake and upscale were not secondary aspects, but core expected results of the project.

Solution family	Short description	Main intended adopters	Typical uptake / upscaling points
WP1 - Governance and planning (integrated DRT-PT)	Modular governance and planning model for integrated DRT and public transport in a MaaS logic for peripheral and low-demand areas.	Public authorities; PT authorities; operators; MaaS actors	SUMP relaunch plan and update; PT network redesign; service contracts; MaaS integration
WP1 - Governance and planning (coordinated DRT networks)	Model for governing and planning coordinated DRT networks that enhance accessibility in peripheral and rural territories.	Regions; inter-municipal bodies; PT agencies; operators	Coordination bodies; regional blueprints; inter-municipal agreements
WP2 - Digital and operational model (improving existing DRT networks)	Tools and approaches to digitalise and better integrate existing DRT services with public transport, including user-facing and operational components.	Operators; PT agencies; IT providers; local authorities	Technology procurement; platform integration; booking tools; operational redesign
WP2 - Digital and service model (new regulatory settings)	Blueprint for implementing experimental DRT services in new regulatory or institutional contexts, combining digital, operational and governance elements.	Authorities launching new services; regulators; operators; solution providers	Procurement and tendering; service launch; pilot-to-permanent decisions

3.1. Main target groups for take-up and upscaling

Across the project documentation and communication materials, the primary target groups for solution take-up and upscaling are local and regional public authorities, PT authorities and transport agencies, public transport and DRT operators, mobility service and platform providers, and governance or coordination bodies. Secondary but relevant audiences include consultancies, research organisations and cluster or network actors that support implementation processes.

The communication logic of DREAM_PACE therefore combines technical evidence with role-specific guidance. This is particularly visible in the design of DRT4ALL and in the online training invitation, both of which frame uptake not simply as awareness-raising, but as a guided process of selecting tools, understanding governance hints and identifying next implementation steps.

4. Actions fostering the take up and upscaling of solutions in the six Living Labs

4.1. Overview

Living Lab	Relevant solutions / outputs	Main uptake or upscaling achieved	Key fostering actions	Next steps / durability
Bologna Metropolitan Area	Strategic planning approach for DRT in PT; MaaS recommendations; tendering recommendations	Solutions use as reference for future SUMP-related planning, PT contracting, recommendations on the integration of DRT services in MaaS, and possible regional scalability; solutions use at CE level through other project proposal (SUNFLOWER and DRUMS)	Wrap-up stakeholder meeting; validation with local authorities; presentation of DRT4ALL; letters of intent	Potential integration of DRT into the regional MaaS ecosystem; potential use in 2028-2029 PT Contract of service; use in the SUMP relaunch plan; and wider Emilia-Romagna application
Budapest	Csobajbusz flexible-route DRT pilot; future integration with Telebusz	Continuation of service beyond project and preparation of long-term operation	Survey of 132 residents; operational review; CEO-level meeting; technical follow-up	Service continuation from 2026, future territorial expansion and platform integration
East Tyrol	Regional mobility blueprint and participatory concept for improving DRT/PT coordination	Integration of results into ongoing PT tender and future DRT adaptations	Stakeholder workshop in Lienz; meeting with regional PTA; blueprint discussion with municipalities and operators	Tender-compatible development from 2027 onwards and further use of the blueprint in other regions
Pavia-Oltrepò	Intermodal booking solution; digital totems; business planning model	Extension of tested intermodal and digital solutions to other service areas managed by Autoguidovie	On-site testing with stakeholders and users; final validation with local decision makers; promotional commitments	Final installation and broader replication in additional AG territories and within the group
Stuttgart Region	Quick scan and service-planning	Use of methods and insights in further	Recap workshop; take-	Continued evaluation on

Living Lab	Relevant solutions / outputs	Main uptake or upscaling achieved	Key fostering actions	Next steps / durability
	guideline; Bürgerbus / crowdsourcing reflections; action package	regional evaluation and future network dialogue	up meeting with decision makers; ongoing network exchange	regional level and use of funding/network structures
Split-Dalmatia County	Tendering documentation and pilot basis for future DRT blueprint	Formal adoption of tendering documentation and use as guidance for future DRT implementation	Final LL meeting; decision-maker engagement; presentation of pilot results and promotional findings	Development of county-level blueprint for low-demand areas and possible use elsewhere in Croatia

4.2. Bologna Metropolitan Area

The Bologna Living Lab provides one of the clearest examples of solution uptake through strategic integration. The solutions highlighted by SRM include: (i) the strategic planning approach for DRT in PT; (ii) recommendations on the integration of DRT services in MaaS; and (iii) recommendations on how to develop a PT tendering procedure integrating DRT services.

These outputs are not treated as isolated pilot documents. They are explicitly framed as reference material for future planning, especially the next PT Contract of service (planned for the 2028-29, the SUMP relaunch plan, and wider metropolitan and regional mobility strategies.

Furthermore, the Bologna solutions have already been used through the submission of follow-up project proposals like SUNFLOWER and DRUMS (submitted in November 2025 under the Interreg CE Strategic Call for capitalisation), which aim to scale these models to various cross-border areas in Central Europe.

The wrap-up Living Lab meeting of 19 February 2026 also served to present the Bologna solutions to stakeholders and introduced the DRT4ALL platform as an entry point for continued access and use.

4.3. Budapest

In Budapest, the strongest uptake result is the direct continuation of the pilot service. The Csobajbusz flexible-route DRT pilot (in the 16th district of the city) generated positive user feedback and operational results, which were reviewed through a public survey and internal decision-making processes. Based on these results, BKK decided to continue the service beyond the project and to move towards long-term operation.

This is a particularly strong take-up case because it moves from pilot testing to actual continued service provision. The Budapest report also points to next-stage scaling opportunities, including the integration of the legacy Telebusz system with the new Csobajbusz platform and the possible expansion of the service to other suitable areas of Budapest.

4.4. East Tyrol

The East Tyrol Living Lab generated a co-designed regional mobility blueprint that synthesises community engagement, technical assessment and strategic coordination for the whole region. The blueprint assesses how existing DRT services could be upgraded and where new DRT options might be suitable.

Its main take-up pathway lies in the integration of Living Lab results into the ongoing PT tender and future service adaptations from 2027 onward. At the same time, the regional blueprint is described as a transferable concept that can be reused in other European rural regions interested in a participatory approach to PT and DRT improvement.

4.5. Pavia-Oltrepò

In Pavia-Oltrepò, the project focused on digital and operational solutions, notably intermodal booking, digital totems and the related planning model. The core fostering actions were on-site validation, stakeholder testing, and active engagement of local authorities and users around the new displays and their functions.

The report indicates that the tested solution was effective and was subsequently extended to other territorial areas where Autoguidovie manages DRT services. This makes Pavia-Oltrepò an important example of operational replication within the same operator's portfolio, supported by user validation and communication commitments.

4.6. Stuttgart Region

The Stuttgart Region / Calw Living Lab generated a set of measures and general solutions for improving DRT, including better booking systems, stronger local stakeholder involvement, marketing and branding strategies, financing options, interregional networking and common KPIs. It also identified transferable tools such as a quick-scan and service-planning guideline and reflections on Bürgerbus as a complementary model.

The reports show that not all methods are equally suitable for scale-up at regional level, but that the project nevertheless created useful evaluation approaches and dialogue formats that are already feeding into further regional work and network meetings. The take-up here is therefore especially methodological and institutional.

4.7. Split-Dalmatia County

In Split-Dalmatia County (SDC), the most important solution is the tendering documentation prepared for the selection of an economic operator providing DRT services in the SDC area. The report emphasises that such documentation had not previously existed in Croatia for this type of micro-transport organisation, making it a highly significant output in terms of transferability and policy relevance.

The pilot results, procurement experience and communication activities all fed into a broader understanding that the DRT concept can be expanded in low- and variable-demand areas. The next planned step is to use these results as a basis for a blueprint for areas without available public passenger transport services, which would support future county-level implementation and wider replication.

4.8. Cross-cutting results from the Living Labs

Main types of uptake and upscaling achieved

The six Living Labs show that take-up and upscaling can take several forms. These include:

- Continuation of a pilot: moving from experimental to regular or longer-term service, as seen with the Csobajbusz service in Budapest.
- Strategic integration: embedding project outputs into planning and tendering processes, notably in Bologna and East Tyrol.
- Technical and territorial: expanding tested digital solutions in additional territories, exemplified by AG extension of intermodal tools in Pavia-Oltrepò.
- Use of outputs as methodological reference, in the Stuttgart Region.
- Adoption of documentation or governance concepts: such as the tendering documentation in SDC, used for future policy action.

This diversity is a strength rather than a weakness. It reflects the fact that DREAM_PACE solutions were adapted to different institutional and territorial contexts, while still sharing a common objective: strengthening DRT as an integrated component of regional mobility systems.

Role of decision makers, PT authorities and operators

Across all territories, the involvement of decision makers, PTAs and PTOs proved decisive. The project did not rely only on broad dissemination, but used direct dialogue, validation meetings and targeted engagement to connect technical outputs with real implementation opportunities.

This is particularly visible where take-up is already advanced, such as Budapest or Bologna, but it is also relevant in regions where uptake remains preparatory, such as East Tyrol or Split-Dalmatia County. In these cases, the project helped align future decisions with evidence and tested concepts.

Transferability and replication potential

A major added value of DREAM_PACE is that the project outputs are not limited to the partner territories. Several LLs explicitly frame their outputs as transferable concepts, reference frameworks or methods for use in other regions. Examples include the East Tyrol blueprint, the Bologna methodological package, the Oltrepò operational solution package and the Split-Dalmatia tendering documentation.

By bridging local uptake with wider replication potential - which is precisely the bridge that D3.4.2 is meant to document - the project demonstrates a robust capacity for long-term impact.

5. Online stakeholder training on 19 February 2026

A dedicated online stakeholder training on the DRT4ALL website (https://drt4all.eu/) was organised on Thursday, 19 February 2026, from 15:00 to 16:30 CET. The event was presented as a training on the DRT4ALL Solution Toolbox and governance hints and was addressed to stakeholders involved in planning, procuring, operating, regulating or funding demand-responsive and public mobility services.

According to the invitation, the training was specifically aimed at public authorities (municipalities and regions), PTO/As, DRT operators, mobility service and platform providers, governance and coordination bodies, consultancies, research organisations and cluster networks. This confirms that the session was not a generic dissemination webinar, but a targeted uptake action aligned with the deliverable description.

The announced agenda combined a short overview of DREAM_PACE and DRT4ALL, a guided tour of the Solution Toolbox, a practical explanation of the governance hints, and a Q&A on participant use cases. The expected outcomes were that participants would be able to select tools relevant to their local or regional context, understand appropriate governance setups, and identify next practical steps for implementation and scale-up.

The LinkedIn invitation reinforced this positioning by framing the session as a hands-on training and explicitly encouraging stakeholders to join and share the opportunity across their organisations and networks. In this way, the training functioned both as a capacity-building event and as a final targeted communication action supporting the wider reach of DREAM_PACE outputs.

6. DRT4ALL as a legacy and upscaling tool

DRT4ALL is presented in the project materials as a repository and spin-off of DREAM_PACE, created to offer solution tools for the launch, implementation and scaling up of DRT in Europe. This gives the platform a strategic function that goes beyond simple archiving. It is intended to package the results of DREAM_PACE in a way that is easier to access and apply for external users.

The draft deliverable identifies the DRT4ALL Solution Toolbox and governance hints as the core features of this platform. The “Solutions Toolbox” and its components are designed to support urban and rural stakeholders in the implementation of DRT. DRT4ALL provides both technical and organisational guidance: building on the results of the DREAM_PACE, users can identify tools relevant to their context and implementation stage, while also receiving support on roles, responsibilities, coordination mechanisms and implementation considerations.

This user-oriented packaging is important because it reduces the distance between technical project outputs and real-world use. Many potential adopters do not need to read a full deliverable first: they can identify which solution fits their case, what governance questions matter, and what first steps are required. DRT4ALL addresses this need directly.

DRT4all website contains also a dissemination channel called “DRT4ALL blog”, where the PPs share short articles, project news, and fresh insights from across Europe, highlighting innovative practices and real-world experiences. Even after the DREAM_PACE project concludes, this space will stay active with contributions from experts and other initiatives shaping the future of sustainable mobility.

For this reason, DRT4ALL should be understood as the main continuity and upscale instrument of DREAM_PACE. It enables knowledge transfer beyond the formal project lifetime, supports replication in other territories, and increases the practical usability of the project’s results for decision makers and operators.

7. Main conclusions

DREAM_PACE has demonstrated that fostering the take up and upscaling of DRT solutions requires a multi-dimensional approach that goes beyond the production of technical outputs. It requires a combination of Living Lab validation, direct engagement with decision makers, targeted communication, training opportunities and accessible packaging of the results for future users.

The six Living Labs demonstrate that these conditions were effectively created in different ways across the partnership:

- **Immediate operational success**: some territories, like Budapest, achieved the direct continuation of pilot services (Csobajbusz) based on positive user feedback and internal strategic decisions.
- **Institutional policy embedding**: Bologna and SDC laid the basis for future implementation through planning, procurement, evaluation or methodological transfer. The project results moved beyond the pilot phase to become formal reference points for future PT contracts, SUMP relaunch plan and update, and pioneering national tendering documentation.
- **Territorial replication**: the Pavia-Oltrepò pilot proved that digital and operational solutions) can be effectively scaled across an operator's entire service offer.
- **Methodological legacy**: in East Tyrol and the Stuttgart Region, the project established co-designed blueprints and evaluation methods that provide a long-term framework for regional mobility coordination.

Together, they provide strong evidence that DREAM_PACE solutions are usable beyond the pilots in which they were developed.

The online stakeholder training of 19 February 2026 and the launch of DRT4ALL platform reinforce this legacy dimension. By offering a structured "Solution Toolbox", the project has transformed a set of local pilot experiences into a structured knowledge and uptake offer for external stakeholders. This shift from individual experimentation to a scalable, collective resource represents the central achievement documented by this deliverable D3.4.2.

8. References

1) DREAM_PACE Application Form, Version 3.0. 2025.
2) DREAM_PACE D1.2.2 “Living labs meetings documentation on the co-design process for governance / planning in pilot areas”. 2025.
3) DREAM_PACE D1.2.3 “Co-designed solutions blueprint of integrated DRT implemented /tested through pilot activities”. 2025.
4) DREAM_PACE D1.2.4 “Co-designed solutions blueprint of coordinated DRT implemented /tested through pilot activities. 2025
5) DREAM_PACE D2.2.2 “Living labs meetings documentation on the co-design process for governance /planning in pilot areas”. 2025.
6) DREAM_PACE D2.2.3 “Co-designed solution blueprint improving existing DRT, implemented /tested in pilot activities”. 2026.
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8) DREAM_PACE D3.2.1 “Action plan drafts in the six pilot regions”. 2025.
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10) DREAM_PACE D3.2.3 “Final Action plan and take up”. 2026.
11) DREAM_PACE D3.4.1 “Report on actions fostering the take up of action plans”. 2026.
12) DREAM_PACE D3.4.3 “Report on actions fostering the take up of the DRT strategy”. 2026.
13) DREAM_PACE D3.4.4 “Report on final event and future initiatives supporting DRT 3.0 concepts”. 2026.

9. Annexes

9.1. Annex 1 – Living Lab reports

9.1.1. Bologna Living Lab

Bologna Living Lab	Information
Partner name	SRM – Reti e Mobilità
Partner acronym	SRM
Country	Italy
Living Lab name / territory	Bologna metropolitan area
Contact person	Giuseppe Liguori
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Take-up and upscaling of DRAM_PACE solutions

Solutions used in this Living Lab

In the Bologna LL, the DREAM_PACE solution directly applied is the Modular Governance and Planning Model Blueprint for integrated DRT-Public Transport in a MaaS logic, related to Pilot 1.1. This blueprint describes activities carried out with reference to territories where comprehensive governance and planning frameworks govern composite mobility networks from a top-down perspective, with the objective of enhancing efficiency and effectiveness through the integration of services with different nature in a MaaS (Mobility-as-a-Service) logic.

#	Solution name	Type (tool, model, pilot, guideline, etc.)	Short description
1	Strategic planning approach for DRT in PT	Strategic document	Strategic document for integrating DRT services in the SUMP of the Bologna metropolitan area
2	Recommendations on the integration of DRT services in MaaS	Guidelines	Guidelines which provide the requirements for the seamless integration of a DRT into a MaaS framework
3	Recommendations on how to develop a PT tendering procedure integrating DRT services	Guidelines	Indications and recommendations to support the development of a mockup simulating a Public Transport tendering procedure that integrates DRT services.

It is noted that all the DREAM_PACE solutions were presented to Bologna LL stakeholders at the last LL meeting (LL Wrap-up meeting, held online on 19 February 2026), and they were also introduced to the DRT4All website where the solutions are available. Therefore, the stakeholders will also be able to use the other solutions if they deem them useful/necessary for their purposes and activities.

Take-up and upscaling cases

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
1	Strategic planning approach for DRT in PT	SRM, CMBO	Metropolitan City of Bologna	Internal use / reference for planning	Integration into strategic planning and governance frameworks (SUMP)	2026: SUMP relaunch plan 2029: future SUMP
	Strategic planning approach for DRT in PT	SRM	ITA-AT Border area; ITA-SI Border area; SI-HR Border area; DE-PL-CZ Border area; HU-AT Border area	Follow-up project (SUNFLOWER project proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	Interreg Central Europe – focus on border areas	27 November 2025
	Strategic planning approach for DRT in PT	City of Frankfurt (Oder), Municipality of Slubice	Frankfurt (DE) and Slubice (PL)	Follow-up project (DRUMS project proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	Interreg Central Europe – focus on border areas	27 November 2025
2	Recommendations on the integration of DRT services in MaaS	SRM, CMBO, RER	Emilia-Romagna Region	Internal use	Use as a reference document in the preparation of the next Contract of Service	2028-2029

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
	Recommendations on the integration of DRT services in MaaS	SRM	ITA-AT Border area;	Follow-up project (SUNFLOWER project proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	Interreg Central Europe – focus on border areas	27 November 2025
	Recommendations on the integration of DRT services in MaaS	City of Frankfurt (Oder), Municipality of Slubice	Frankfurt (DE) and Slubice (PL)	Follow-up project (DRUMS project proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	Interreg Central Europe – focus on border areas	27 November 2025
3	Recommendations on how to develop a PT tendering procedure integrating DRT services	SRM	Metropolitan City of Bologna	Internal use	Use as a reference document in defining future mobility strategies (introduction of new DRT services) and in the preparation of the next Contract of Service	2028-2029
	Recommendations on how to develop a PT tendering procedure	SRM	ITA-SI Border area; DE-PL-CZ Border area	Follow-up project (SUNFLOWER project	Interreg Central Europe – focus	27 November 2025

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
	integrating DRT services			proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	on border areas	
	Recommendations on how to develop a PT tendering procedure integrating DRT services	City of Frankfurt (Oder), Municipality of Slubice	Frankfurt (DE) and Slubice (PL)	Follow-up project (DRUMS project proposal, submitted under the Interreg CE Strategic Call for Capitalisation)	Interreg Central Europe – focus on border areas	27 November 2025

Short narrative per key case

Case 1 - Take-up and upscaling of Bologna solutions in the Emilia-Romagna Region

Solutions:

1. Strategic planning approach for DRT in PT.
2. Recommendations on the integration of DRT services in MaaS.
3. Recommendations on how to develop a PT tendering procedure integrating DRT services.

Context: within the Bologna pilot, a coherent and replicable methodological framework for DRT planning has been developed. This framework systematizes key dimensions such as demand estimation, service levels, and economic sustainability, ensuring that DRT services can be designed and integrated effectively into existing PT networks. The recommendations on integrating DRT into MaaS platforms and on developing tendering procedures are highly transferable to other territories, particularly those facing similar challenges, including aligning DRT with public transport networks, service contracts, and regional mobility strategies.

What has been adopted / upscaled: the solutions developed in Bologna can be adopted at the regional level across Emilia-Romagna, where local Mobility Agencies operate in a similar role to SRM. Many of these Agencies participated in the Bologna LL meetings, familiarising themselves with the methodologies and recommendations. The adoption of the solutions could be also coordinated under the guidance of RER, involved in the LL as stakeholder and participant in the LL meetings, which can ensure that the frameworks and tools are applied consistently across multiple territories, facilitating a systematic approach to integrating DRT in regional mobility planning.

Role of DREAM_PACE: DREAM_PACE provided the methodological basis, pilot testing, and stakeholder engagement processes that underpin the solutions. The project enabled the co-development of practical tools, guidelines, and frameworks that can be directly transferred to regional mobility planning.

Benefits / expected impact:

- The integration of DRT into strategic planning tools ensures that flexible services are systematically aligned with institutional vision, coordination mechanisms, and long-term objectives of public mobility planning.
- Incorporating DRT into MaaS platforms enhances interoperability between operators, improves user experience, optimizes operational management, and supports more efficient, accessible, and inclusive mobility networks.
- Integrating DRT fully into PT tendering procedures ensures that flexible, user-oriented services are provided within a stable, coordinated, and accountable public transport framework, guaranteeing fair and sustainable pricing for users.

Overall, these solutions strengthen the strategic coherence of PT service design and enhance the capacity of local authorities to deliver effective and equitable mobility solutions.

Next steps (after project end): continued collaboration with key stakeholders - particularly CMBO, COBO, and RER will be essential to support the regional adoption of these solutions. The focus will be on leveraging the frameworks developed in Bologna to guide the inclusion of DRT in future Contracts of Service, regional MaaS development, and long-term mobility planning, ensuring that the benefits of the pilot are scaled across the Emilia-Romagna region.

Case 2 - Take-up and upscaling of Bologna solutions at CE level through the project proposal SUNFLOWER

Solutions:

1. Strategic planning approach for DRT in PT.
2. Recommendations on the integration of DRT services in MaaS.
3. Recommendations on how to develop a PT tendering procedure integrating DRT services.

Context: The solutions developed within the DREAM_PACE Bologna Pilot are planned to be taken up and further scaled through the project proposal SUNFLOWER - redesigning SUstaiNable mobility FLOWs and functional linkages beyond bordERs across Central Europe. The proposal was submitted in November 2025 under the Interreg Central Europe Strategic Call for capitalisation. In this context, the Bologna Pilot represents a mature and transferable reference case.

What has been adopted / upscaled: the above-mentioned solutions, which fall under DREAM_PACE Output 1.2 “Mobility planning and governance model for DRT integration in public transport in peripheral and low-demand areas”, will be used within the SUNFLOWER project for downstreaming purposes, by tailoring the solutions ranging from step-by-step guidance for the design of cross-border and DRT services to open-source software supporting their digitalisation. These elements will be organised into a toolkit to be rolled out across project border regions.

Role of DREAM_PACE: DREAM_PACE provided the methodological basis, pilot testing, and stakeholder engagement processes that underpin the solutions. The project enabled the co-development of practical tools, guidelines, and frameworks that can be directly transferred to other projects and territories.

Benefits / expected impact: the take-up of DREAM_PACE solutions through SUNFLOWER is expected to deliver an innovative and collaborative mobility planning approach dedicated to cross border functional areas, focused on integrating regional networks, DRT and traditional public transport services, to create balanced and cohesive accessibility systems providing all citizens with sustainable mobility opportunities.

Next steps (after project end): the implementation of the above actions and the realisation of the expected benefits are contingent upon the outcome of the SUNFLOWER project application. In case of approval, the project is expected to have a duration of 24 months.

Case 3 - Take-up and upscaling of Bologna solutions at CE level through the project proposal DRUMS

Solutions:

1. Strategic planning approach for DRT in PT.
2. Recommendations on the integration of DRT services in MaaS.
3. Recommendations on how to develop a PT tendering procedure integrating DRT services.

Context: the solutions developed within the DREAM_PACE Bologna Pilot are planned to be taken up and further scaled through the project proposal DRUMS - Demand Responsive transport and Urban Mobility Solutions across borders, submitted in November 2025 under the Interreg Central Europe Strategic Call for capitalisation. In this context, the Bologna Pilot represents a mature, tested, and transferable reference case.

What has been adopted / upscaled: within the DRUMS project, DREAM_PACE Output 1.1 "Pilot action: governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low-demand areas" will be capitalised. This output includes the above-mentioned solutions, which will be capitalised downstream to support both the planning phase and the pilot implementation of DRT services integrated with Public Transport in the Frankfurt/Slubice cross-border area.

Role of DREAM_PACE: DREAM_PACE provided the methodological basis, pilot testing, and stakeholder engagement processes that underpin the solutions. The project enabled the co-development of practical tools, guidelines, and frameworks that can be directly transferred to other projects and territories.

Benefits / expected impact: the take-up of DREAM_PACE solutions through the DRUMS project is expected to support the development of integrated cross-border Public Transport and DRT services. In particular, the project aims to improve the attractiveness and usability of public transport for cross-border trips, contributing to an expected increase of approximately 3% in public transport usage for border-crossing journeys.

Next steps (after project end): the implementation of the above actions and the realisation of the expected benefits are contingent upon the outcome of the DRUMS project application. In case of approval, the project is expected to have a duration of 24 months.

Outlook and durability

Plans to continue or extend the solutions

After DREAM_PACE, the strategic and technical solutions developed in the Bologna LL are expected to be further used and expanded by SRM in collaboration with CMBO, COBO, and RER.

The integration of DRT services into the regional MaaS ecosystem (currently under development) represents pathways for continuity, as the recommendations on integration protocols and service models can support the introduction of DRT services into the system.

In parallel, the forthcoming tender procedure for selecting the new PTO/s – which is expected in the 2028-2029 biennium - constitutes a concrete opportunity to embed the solution components into the next Contract of Service, particularly regarding: the inclusion of DRT in PT network design; the definition of contractual requirements for DRT services; and the use of demand-assessment methodologies developed in the project.

The findings from DREAM_PACE will also inform the upcoming SUMP relaunch plan and the development of the next SUMP, particularly for identifying weak-demand areas and assessing the introduction of new DRT services.

Under the coordination of RER, these solutions can serve as a reference for other Local Authority and Mobility Agencies in replicating the integrated planning and governance approach, supporting a systematic and coherent adoption of DRT across multiple metropolitan and provincial areas.

Together, these elements will help ensure the durability of the solutions and their progressive integration into long-term mobility planning and governance frameworks at both metropolitan and regional levels.

Needs for further support or funding

To enable the systematic adoption of the Bologna LL solutions across Emilia-Romagna, further centralized support is needed to allow other metropolitan and provincial areas to replicate the integrated planning and governance approach developed in the Bologna pilot.

Funding may be required to facilitate pilot testing in additional territories, support capacity-building for local stakeholders, and maintain technical tools and dashboards. Potential sources include regional and national mobility programmes, as well as EU funding instruments, which could support the expansion of the Bologna solutions and enable other territories, in collaboration with SRM, to initiate adoption or pilot projects.

9.1.2. Budapest Living Lab

Budapest Living Lab	Information
Partner name	BKK Centre for Budapest Transport
Partner acronym	BKK
Country	Hungary
Living Lab name / territory	Budapest
Contact person	Viktoria Hideg
Email	viktoria.hideg@bkk.hu
Phone (optional)	

Outlook and durability

Plans to continue or extend the solutions

From 2026, BKK will continue to operate the Csobajbusz service from its own budget and has set itself the goal of maintaining the system in the long term. In the coming years, the extension of the service to other similar areas of Budapest will be examined. In addition, preparations will begin for the integration of the Telebusz and Csobajbusz systems to create a unified, scalable DRT platform in Budapest. The development of the service will continue to be monitored based on operational and passenger data, so that the system can be adapted to real needs in a sustainable manner.

Needs for further support or funding

At present, we have not identified any external funding requirements for the continued operation of Csobajbusz, as financing has been secured until 2026. In the medium term, however, it may be useful to involve EU or domestic funding for the territorial expansion of the system, the integration of Telebusz, and possible fleet development.

9.1.3. East Tyrol Living Lab

East Tyrol Living Lab	Information
Partner name	Regionsmanagement Osttirol
Partner acronym	RMO
Country	Austria
Living Lab name / territory	East Tyrol (Osttirol, Tirol, Austria)
Contact person	Jakob Britz
Email	j.britz@rmo.at
Phone (optional)	

Outlook and durability

Plans to continue or extend the solutions

The base concept of the current mobility situation in East Tyrol is now set and this blueprint can be updated with any new development and provides a well-structured status quo with precise options of development for PT in the region. The mixed method approach of the blueprint also gives the opportunity to take information from it even without the goal of implementing DRT-systems but also information on other mobility topics as bus-stop issues, timing issues, off-peak hours and tourism tuning for lots of different stakeholders. Therefore, the blueprint will also be visualized to provide a very comprehensive overview of it to a broad spectrum of people, to both stakeholders and especially users as well as decision makers.

Needs for further support or funding

For most mobility projects, there is a funding programme from the federal state of Tyrol. On this basis, municipalities and other entities can ask for funding projects improving public mobility or tackling issues in mobility-related infrastructure. Furthermore, mobility is one of RMO's central concerns. This said, the LAG is always driven to be part of Interreg Projects with a mobility focus and at this point in time already part of following Project applications in this concern. In these projects, results from DREAM_PACE are always valuable. Besides the solid results themselves, the network of the Living Lab itself is a main take-away and will help realizing further projects.

9.1.4. Pavia-Oltrepò Living Lab

Oltrepò Pavese Living Lab	Information
Partner name	Autoguidovie
Partner acronym	AG
Country	Italy
Living Lab name / territory	Oltrepò Pavese
Contact person	Monica Marconi
Email	mmarconi@autoguidovie.it
Phone (optional)	+39 3207499798

Take-up and upscaling of DREAM_PACE solutions

Solutions used in this Living Lab

#	Solution name	Type (tool, model, pilot, guideline, etc.)	Short description
1	Intermodal service	Digital & operational tool	Possibility of booking DRT service in connection with bus line service
2	Totems	Digital & operational tool	Installation of totems in 3 main stops to book the service
3	Planning model	Planning model	DRT-PT Business planning model

Take-up and upscaling cases

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
1	Intermodal service	Autoguidovie	Varzi area	Permanent service	Extraurban area	Beginning of 2025
2	Intermodal service	Autoguidovie	Crema area	Permanent service	Urban & extraurban area	Beginning of 2025
3	Intermodal service	Autoguidovie	Pavia area	Permanent service	Urban area	Beginning of 2025

9.1.5. Stuttgart Region Living Lab

Stuttgart Region Living Lab	Information
Partner name	nexus
Partner acronym	nexus
Country	Germany
Living Lab name / territory	Stuttgart Region / Calw
Contact person	Wiebke Blum
Email	blum@nexusinstitut.de
Phone (optional)	030 4220664 07

Outlook and durability

Plans to continue or extend the solutions

The mixed-methods approach provides inspiration for further evaluations to quick scan the service in place. While most of the tested methods are rather interesting for the local level, evaluations on a regional level will continue. Also network meetings and platforms to discuss DRT solutions and understand and develop services together will be organised in the future. Financing options through funding are established to provide financial support for local DRT providers.

Needs for further support or funding

A funding option for local DRT as well as Bürgerbusse is provided by the NVBW (e.g.). The study on DRT is supported by the federal government of Baden-Wuerttemberg.

9.1.6. Split-Dalmatia County Living Lab

Split-Dalmatia County Living Lab	Information
Partner name	Dyvolve
Partner acronym	Dyvolve
Country	Croatia
Living Lab name / territory	Split-Dalmatia County (SDC)
Contact person	Saša Bart
Email	sasa.bart@dyvolve.com
Phone (optional)	

Take-up and upscaling of DREAM_PACE solutions

Solutions used in this Living Lab

#	Solution name	Type (tool, model, pilot, guideline, etc.)	Short description
1	Tendering documentation for the selection of an economic operator for the provision of DRT services in the SDC area.	Tool, guideline	The published documentation contains the project brief and the selection criteria for an economic operator. The selection criteria included general requirements (certificates confirming the ability to provide transport services), technical requirements (possession of an appropriate vehicle fleet), and previous experience.

Take-up and upscaling cases

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
1	Tendering documentation for the selection of an economic operator for the provision of DRT services in the SDC area (to be used /	SDC	SDC	Formal adoption	SDC and beyond (in Republic of Croatia)	01 April 2025

C2.#	Solution name	Adopting organisation	Territory (city / region)	Type of uptake (internal use, pilot, permanent service, formal adoption, etc.)	Upscaling dimension (territory / duration / volume / integration)	Date of decision / start
	modified for the other DRT area selected)					

Short narrative per key case

Case 1 - Tendering documentation for the selection of an economic operator for the provision of DRT services in the SDC area

Context: The Tendering documentation provides guidelines for the establishment of future DRT services not only in the broader SDC area but potentially at the national level across the Republic of Croatia. Until now, such Tendering documentation has never been implemented in Croatia, making it the first of its kind in the field of micro-transport organization. As such, the documentation offers a clear overview of the criteria for selecting economic operators, provides a legal basis for concluding contracts, and defines the standards and quality of the DRT service itself through a detailed project brief. Furthermore, the documentation contributes to the transparency and professionalization of the DRT implementation process, facilitates the replication of the model in other areas, and enables the planning and implementation of the service based on previously conducted pilot activities and verified experiences. Finally, this structured approach contributes to a more efficient use of financial resources and reduces the risks associated with introducing new transport services, thereby creating a solid foundation for the future development of mobility in rural and less accessible areas.

What has been adopted / upscaled: National legal components related to the organization of transport, as well as the rights and obligations of PTOs and the contracting authority (SDC), have been adopted.

Role of DREAM_PACE: Thanks to DREAM_PACE, tendering documentation was created and successfully implemented, and the DRT service was successfully tested in the SDC area.

Benefits / expected impact: The main benefit is that the implemented tendering documentation serves as a guideline for conducting similar tenders in the field of establishing DRT services, both in the broader SDC area and across the rest of the Republic of Croatia.

Next steps (after project end): This action plan is used in the SDC area to improve public transport through the County Bus Network. The plan is based on the Public Transport Study and includes recommendations for implementing the network of lines in accordance with stakeholders' needs. During the first year of service use, areas without commercial interest in regular fixed-line passenger transport are identified. Based on this data, the "Blueprint for the Establishment of DRT Services in Areas Without Available Public Passenger Transport Services" is developed. The plan enables testing sustainable solutions, defining necessary activities and measures, and planning financing. It also provides guidelines for improving transport efficiency and accessibility throughout the county. The results of the pilot project are used as a starting point for the long-term improvement of the system.

Outlook and durability

Plans to continue or extend the solutions

During the first year of utilizing service contracts with publicly selected transport operators for the County Bus Network (planned to be implemented by the end of 2026), it will become clear which areas of SDC remain without commercial interest for fixed-line bus passenger transport. Consequently, the DREAM_PACE SDC pilot project and the results of other relevant pilots will be scaled and used as input - with reference to project Output 3.2 “Jointly developed DRT 3.0 action plans for the Split-Dalmatia County pilot region” - to develop the “Blueprint for the Establishment of DRT Services in Areas Without Available Public Passenger Transport Services” aiming to explore sustainable DRT service options with necessary activities, developed measures, relevant financing plan options, and key success factors. In this way, the results of the DREAM_PACE project and lessons learned from the SDC pilot project provide a solid foundation for future efficiency improvements across the SDC area.

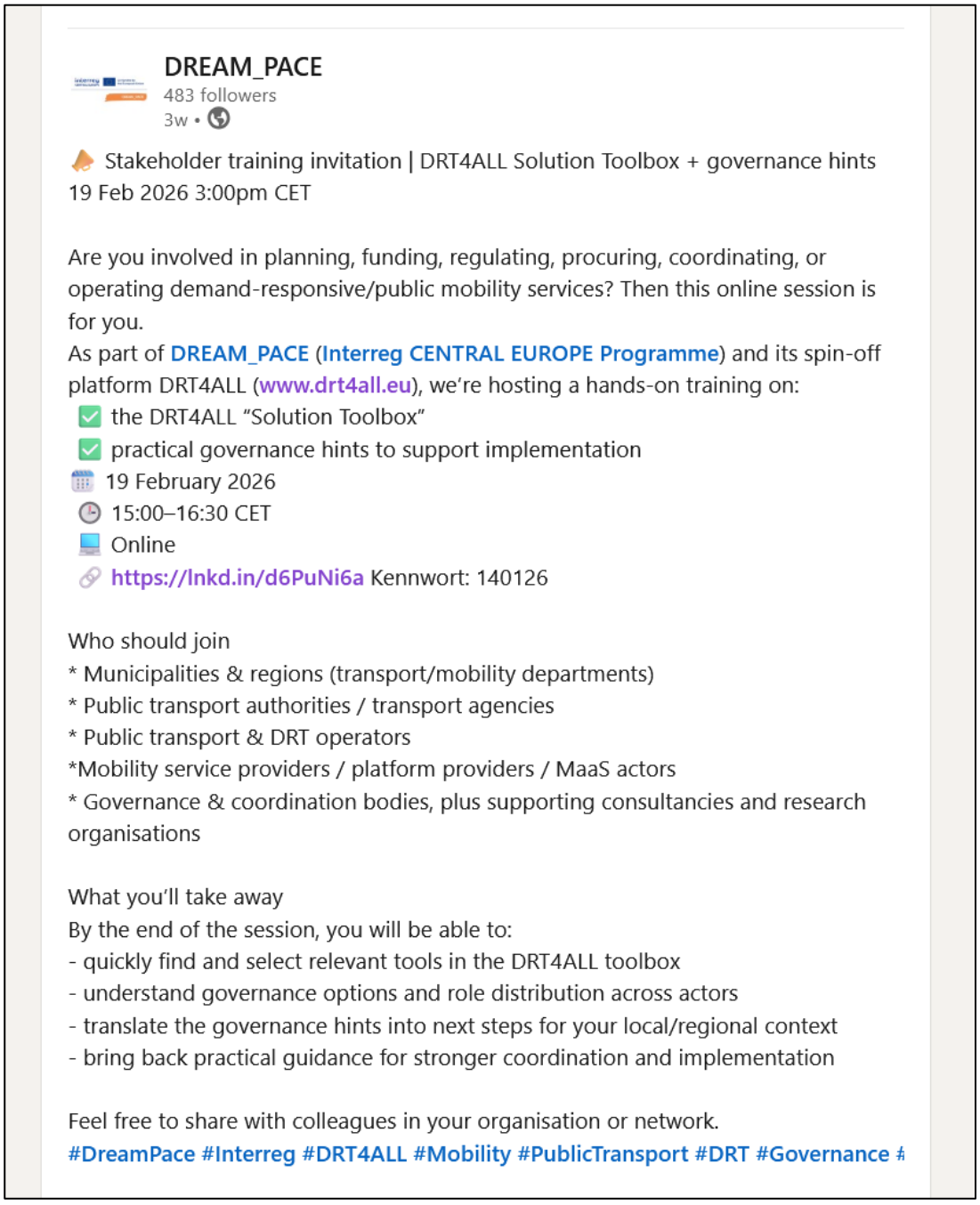
Needs for further support or funding

In the future, SDC will consider funding options for further research and the implementation of the DRT service. Potential funding sources include SDC own funds, co-financing from local governments in whose areas the DRT service will be implemented, and, if opportunities arise, funding from other financial instruments such as funds that promote more sustainable mobility options and the connectivity of rural areas at the national and European levels.

9.2. Annex 2 - Documentation regarding Online stakeholder training held on 19 February 2026

Recording available on YouTube at: https://www.youtube.com/watch?v=2LXkL-Ap1Jo&t=4s

LinkedIn post used to promote the Online stakeholder training (https://www.linkedin.com/posts/dreampace_join-our-cloud-hd-video-meeting-activity-7422194442591305728-kQ2e?utm_source=share&utm_medium=member_desktop&rcm=ACoAAC-WIRMBWGlTh5sDX0PvmPkkgMqLCTFhi_o):



DREAM_PACE
483 followers
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Stakeholder training invitation | DRT4ALL Solution Toolbox + governance hints
19 Feb 2026 3:00pm CET

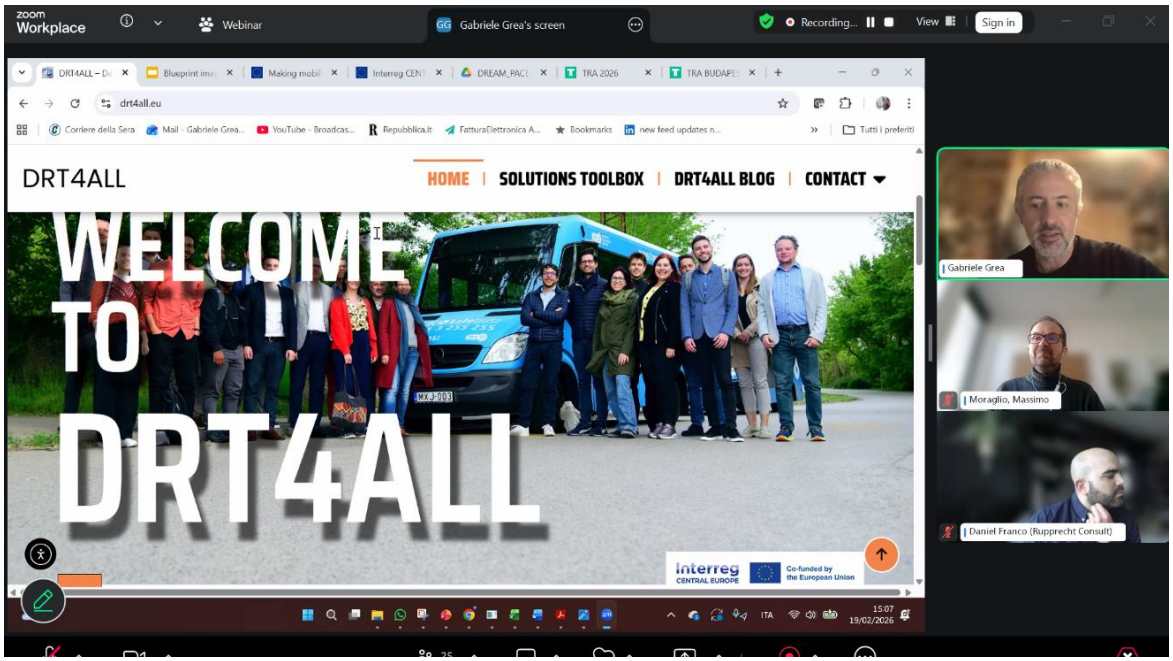
Are you involved in planning, funding, regulating, procuring, coordinating, or operating demand-responsive/public mobility services? Then this online session is for you.
As part of DREAM_PACE (Interreg CENTRAL EUROPE Programme) and its spin-off platform DRT4ALL (www.drt4all.eu), we're hosting a hands-on training on:
✅ the DRT4ALL "Solution Toolbox"
✅ practical governance hints to support implementation
19 February 2026
15:00–16:30 CET
Online
https://lnkd.in/d6PuNi6a Kennwort: 140126

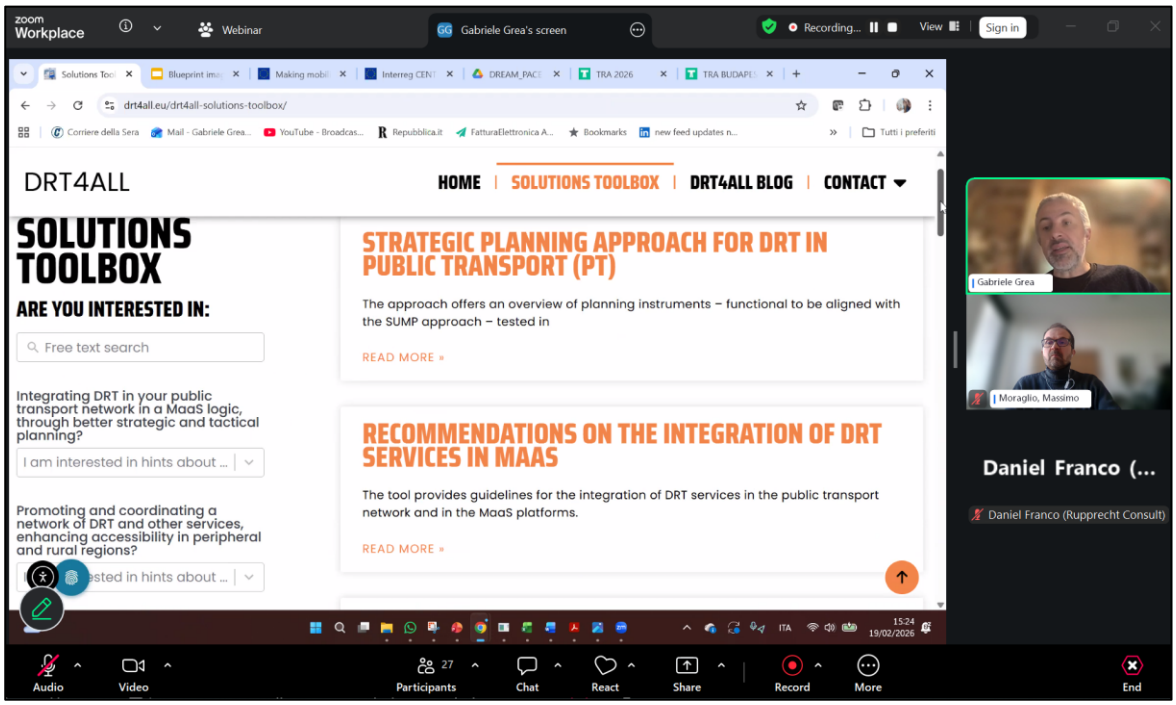
Who should join
* Municipalities & regions (transport/mobility departments)
* Public transport authorities / transport agencies
* Public transport & DRT operators
*Mobility service providers / platform providers / MaaS actors
* Governance & coordination bodies, plus supporting consultancies and research organisations

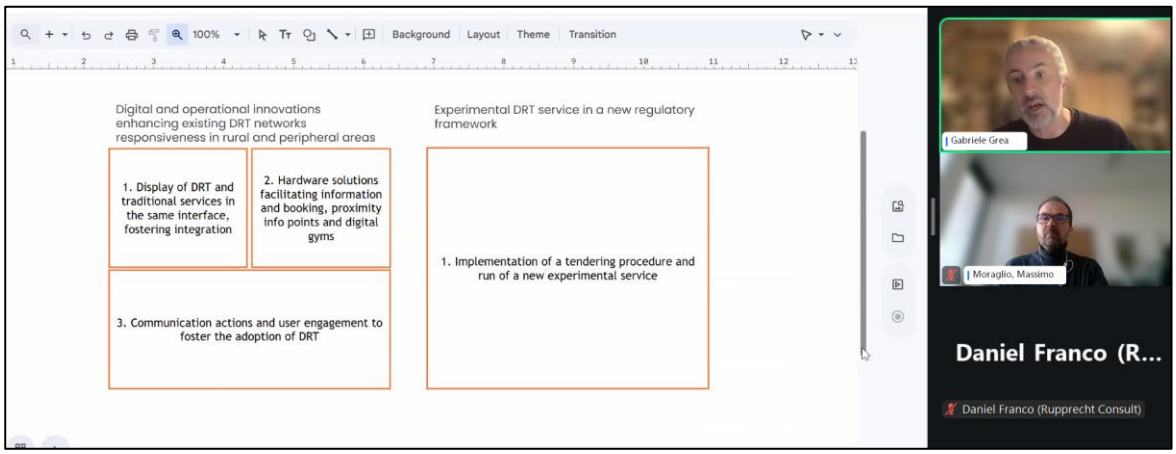
What you'll take away
By the end of the session, you will be able to:
- quickly find and select relevant tools in the DRT4ALL toolbox
- understand governance options and role distribution across actors
- translate the governance hints into next steps for your local/regional context
- bring back practical guidance for stronger coordination and implementation

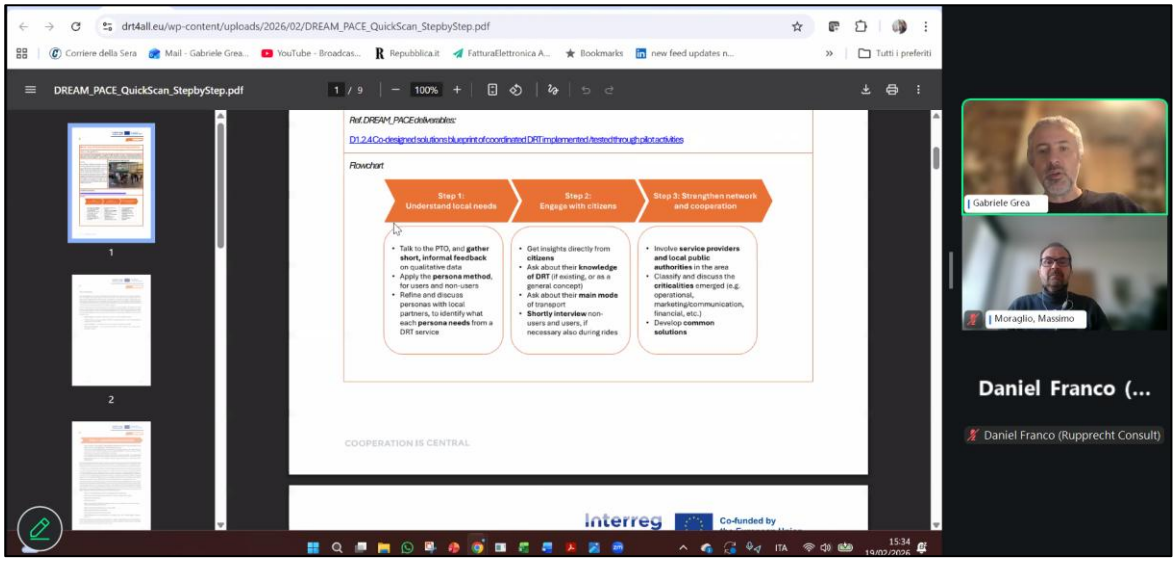
Feel free to share with colleagues in your organisation or network.
#DreamPace #Interreg #DRT4ALL #Mobility #PublicTransport #DRT #Governance #

Screenshots from the event

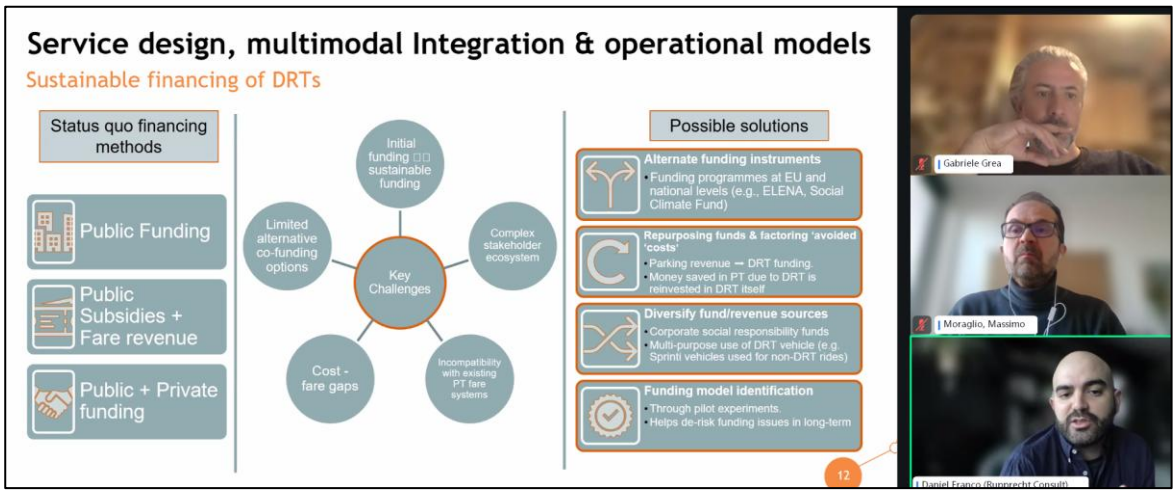


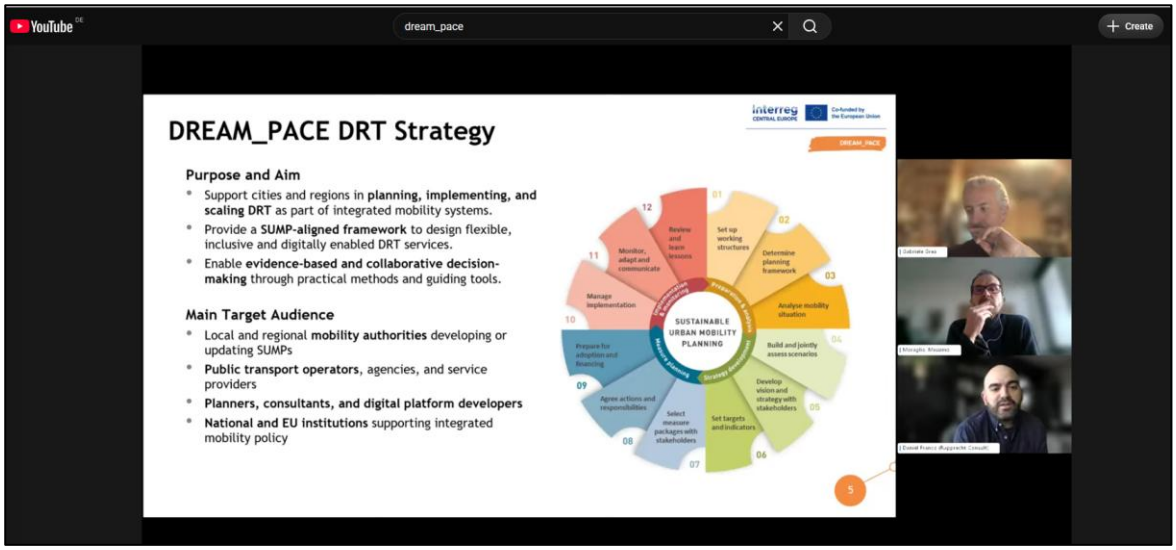



Digital and operational innovations enhancing existing DRT networks responsiveness in rural and peripheral areas
1. Display of DRT and traditional services in the same interface, fostering integration
2. Hardware solutions facilitating information and booking, proximity info points and digital gyms
3. Communication actions and user engagement to foster the adoption of DRT
Experimental DRT service in a new regulatory framework
1. Implementation of a tendering procedure and run of a new experimental service
Gabriele Grea
Moraglio, Massimo
Daniel Franco (R...
Daniel Franco (Rupprecht Consult)


DREAM_PACE_QuickScan_StepbyStep.pdf
Flowchart
Step 1: Understand local needs
Step 2: Engage with citizens
Step 3: Strengthen network and cooperation
COOPERATION IS CENTRAL
Gabriele Grea
Moraglio, Massimo
Daniel Franco (...
Daniel Franco (Rupprecht Consult)


DREAM_PACE DRT Strategy
Purpose and Aim
Support cities and regions in planning, implementing, and scaling DRT as part of integrated mobility systems.
Provide a SUMP-aligned framework to design flexible, inclusive and digitally enabled DRT services.
Enable evidence-based and collaborative decision-making through practical methods and guiding tools.
Main Target Audience
Local and regional mobility authorities developing or updating SUMPs
Public transport operators, agencies, and service providers
Planners, consultants, and digital platform developers
National and EU institutions supporting integrated mobility policy
SUSTAINABLE URBAN MOBILITY PLANNING
Gabriele Grea
Moraglio, Massimo
Daniel Franco (Rupprecht Consult)


Service design, multimodal Integration & operational models
Sustainable financing of DRTs
Status quo financing methods
Public Funding
Public Subsidies + Fare revenue
Public + Private funding
Initial funding sustainable funding
Limited alternative co-funding options
Complex stakeholder ecosystem
Key Challenges
Cost - fare gaps
Incompatibility with existing PT fare systems
Possible solutions
Alternate funding instruments
• Funding programmes at EU and national levels (e.g., ELENA, Social Climate Fund)
Repurposing funds & factoring 'avoided 'costs'
• Parking revenue → DRT funding.
• Money saved in PT due to DRT is reinvested in DRT itself
Diversify fund/revenue sources
• Corporate social responsibility funds
• Multi-purpose use of DRT vehicle (e.g. Sprinti vehicles used for non-DRT rides)
Funding model identification
• Through pilot experiments.
• Helps de-risk funding issues in long-term
12
Gabriele Grea
Moraglio, Massimo


YouTube
dream_pace
Create
DREAM_PACE DRT Strategy
Purpose and Aim
• Support cities and regions in planning, implementing, and scaling DRT as part of integrated mobility systems.
• Provide a SUMP-aligned framework to design flexible, inclusive and digitally enabled DRT services.
• Enable evidence-based and collaborative decision-making through practical methods and guiding tools.
Main Target Audience
• Local and regional mobility authorities developing or updating SUMPs
• Public transport operators, agencies, and service providers
• Planners, consultants, and digital platform developers
• National and EU institutions supporting integrated mobility policy
SUSTAINABLE URBAN MOBILITY PLANNING
5

List of participants

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