

CE 55 RUMOBIL

Output factsheet: Trainings

Version 2

Project index number and acronym	CE 55 RUMOBIL
Lead partner	Ministry for Regional Development and Transport Saxony-Anhalt
Output number and title	O.T1.2 Learning from Good Practices
Responsible partner (PP name and number)	T Bridge (PP8)
Project website	http://interreg-central.eu/Content.Node/rumobil.html
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Summary description of the implemented training measure(s), explaining the specific goal(s) and target groups

Study trips and investigated good practices in public transport in rural regions of Central Europe aimed to build capacities among the project team and their collaborating key actors (stakeholders) in view of the preparation of pilot actions and the elaboration of a transnational strategy. In order to have a clear overview of the most important practices already implemented or planned in Central Europe and in the framework of the Activity T1.1, **29 good practices**, located in 17 areas and with 5 EU actions, were described and collected. Nine study trips were realized by members of the RUMOBIL team.

NUTS region(s) where training(s) have been conducted (relevant NUTS level)

The good practices analysed and located in **Central Europe**, except for EU projects, are a set of **21 areas**:

- **Germany** (11), of which 4 in Baden-Württemberg, 3 in Bavaria, 2 in Saxony and 2 in Brandenburg;
- **Italy** (2), in Emilia-Romagna Region;
- **Austria** (4) in Tyrol, Salzburg and Burgenland
- **Czech Republic** (2) in Moravia;
- **Poland** (2) in Lower Silesia and Malopolska.

In addition, a good practice from The Netherlands was investigated remotely (Gelderland).

Study trips were realised in Tyrol and Salzburg (both AT), Moravia (CZ), Lower Silesia and Malopolska (both PL), Bavaria, Baden-Württemberg and Saxony (all DE).

Expected impact and benefits of the trainings for the concerned territories and target groups

Good practices were identified in three fields relevant for public transport planning and coordination:

- **15 actions** focused on the implementation of **new bus or rail services** in rural areas, of which 8 in Germany, 2 in Italy, 1 in Poland, 1 in the Netherlands (outside the Central European area) and 2 developed in EU projects;
- **8 actions** aim at the enhancement of passenger information in more peripheral areas, of which 2 in Germany, 1 for each country of Austria, Poland and Czech Republic and 3 in EU projects;
- **6 actions** for the improvement of the access points, of which 1 for each country of Czech Republic, Germany and Austria and 2 in EU projects.

The analysis of the good practices collected highlighted the following lessons learnt in order to develop an effective service to connect rural areas with their closer and larger cities, here listed in order of importance coherently with what emerged:

- to implement an integrated and coordinate system in the most important nodes through an harmonised timetable;
- to implement a unified tariff system;
- to enlarge the network to the surrounding cities or towns and also beyond country borders;
- to adopt DRT services in rural and peripheral areas;
- to involve small transport companies or taxi services as subcontractors to provide DRT services;
- to implement on-demand bus services organised with volunteer drivers;
- to promote an info-mobility system also through web and mobile app,;
- to better develop the information flow for potential and actual passengers;
- to create an intermodal systems also favouring the use of bike;
- to cooperate with the municipalities, regional district and regional PT companies;
- to involve SME and private operators;
- to aim at the social cohesion.

The lessons learnt will impact the planning of pilot projects and feature in the transnational strategy to be elaborated within the RUMOBIL project.

Sustainability of the training(s) and developed training material(s) and their transferability to other territories and stakeholders

To ensure the sustainability of the capacity building activities carried out, all study trips and good practices are documented following standardized templates with a quality management carried out by the group of WP leaders. Furthermore, the WP T1 leader (T Bridge) has summarized the learning in a work paper which included the identification of strengths and weaknesses in regard of the lessons learnt. Those were analysed and compared with the proposals for pilot actions due to be implemented within RUMOBIL.

For each study trip undertaken, photos as well as a study trip report are published on the project website, allowing others to benefit from the knowledge generated.

Lessons learned from the development and implementation of training measures and added value of transnational cooperation

The study trips realized and good practices analyzed proved to be very fruitful to the partners to initiate the thematic work of RUMOBIL, especially the planning of pilot actions. The transnational exchange helped to build capacities among partners and to suggest good practices for transfer within the consortium, especially in view of the upcoming pilot actions. All partners benefitted from the exchange and the quality analysis carried out by the WP T1 and T2 leaders.

In more detail, the following conclusions were drawn:

- need for integration and coordination of PT systems through harmonised timetable and a selection of the best areas to create new nodes or renew older ones (as seen in the Rhein-Neckar Verkehrsverbund in the Mannheim area, Brno and Coburg)
- a unified tariff system, including rail service (as seen in Salzburg), easily accessible real-time information about delays and network deviations (Schönbuchbahn, Pötsching) and a network beyond administrative borders (e.g. Vogtland) improves the attractiveness of PT
- rural areas are suitable for on-demand services (as seen among others in Modena, Coburg)
- cooperation with small transport providers and taxi companies is beneficial for PT (Mannheim, Rotterdam)
- community-driven initiatives including voluntary drivers (Meißen) and intermodal solutions including cycling (Salzburg) can help to fill network gaps
- cooperation among all relevant stakeholders is essential (as seen in Mannheim, Rotterdam, and Coburg) and enhances social cohesion (Qualist project).

References to relevant deliverables and web-links

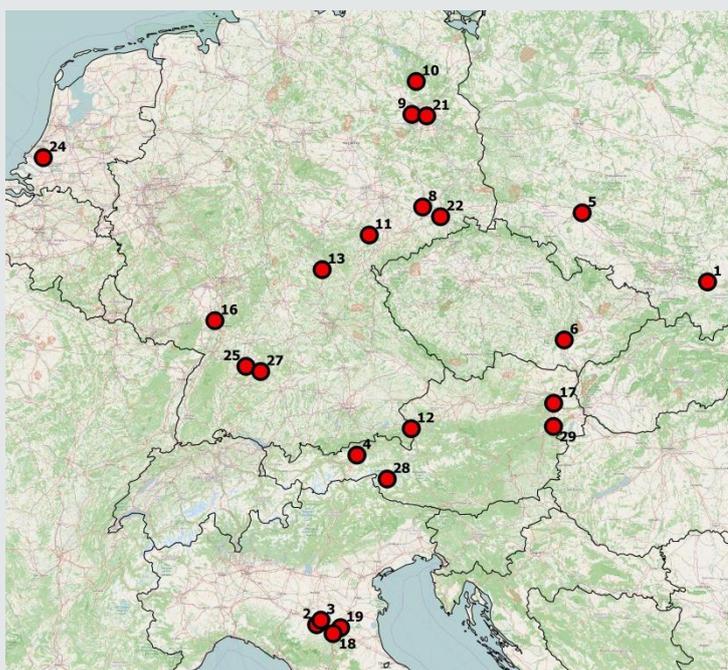
If applicable, pictures or images to be provided as annex

All lessons learned are described and analysed in the Work Paper “Learning from analysed good practices in regard to the planned pilot activities and the Rumobil Strategy” (D.T1.1.3).

Image: Study trip of HZ PP to Achensee, Austria



Figure: Location of analysed good practices



ID	LOCATION
1	Krakov, Poland
2	Province of Modena, Italy
3	Modena, Italy
4	Jenbach, Austria
5	Wroclaw, Poland
6	Brno, Czech Republic
8	Lommatzsch, Germany
9	Dallgow-Döberitz, Germany
10	Granssee, Germany
11	Vogtland Region, Germany
12	Salzburg, Austria
13	Coburg and county (landkreis)
16	Mannheim (urban, suburban and rural area)
17	Wien - Lead partner
18	Provincia di Bologna - Lead partner
19	Bologna - Lead partner
21	Berlin - Lead Partner
22	Dresden - Lead partner
24	Rotterdam, Netherlands
25	Schönbuchbahn - region Stuttgart
27	Schönbuchbahn - region Stuttgart
28	Virgen, Austria
29	Pötttsching, Austria

