



# Boosting flexible Public Transport integrated solutions in Central Europe low population density areas

📅 Thursday, 27 November 2025

⌚ 9:00 - 11:15

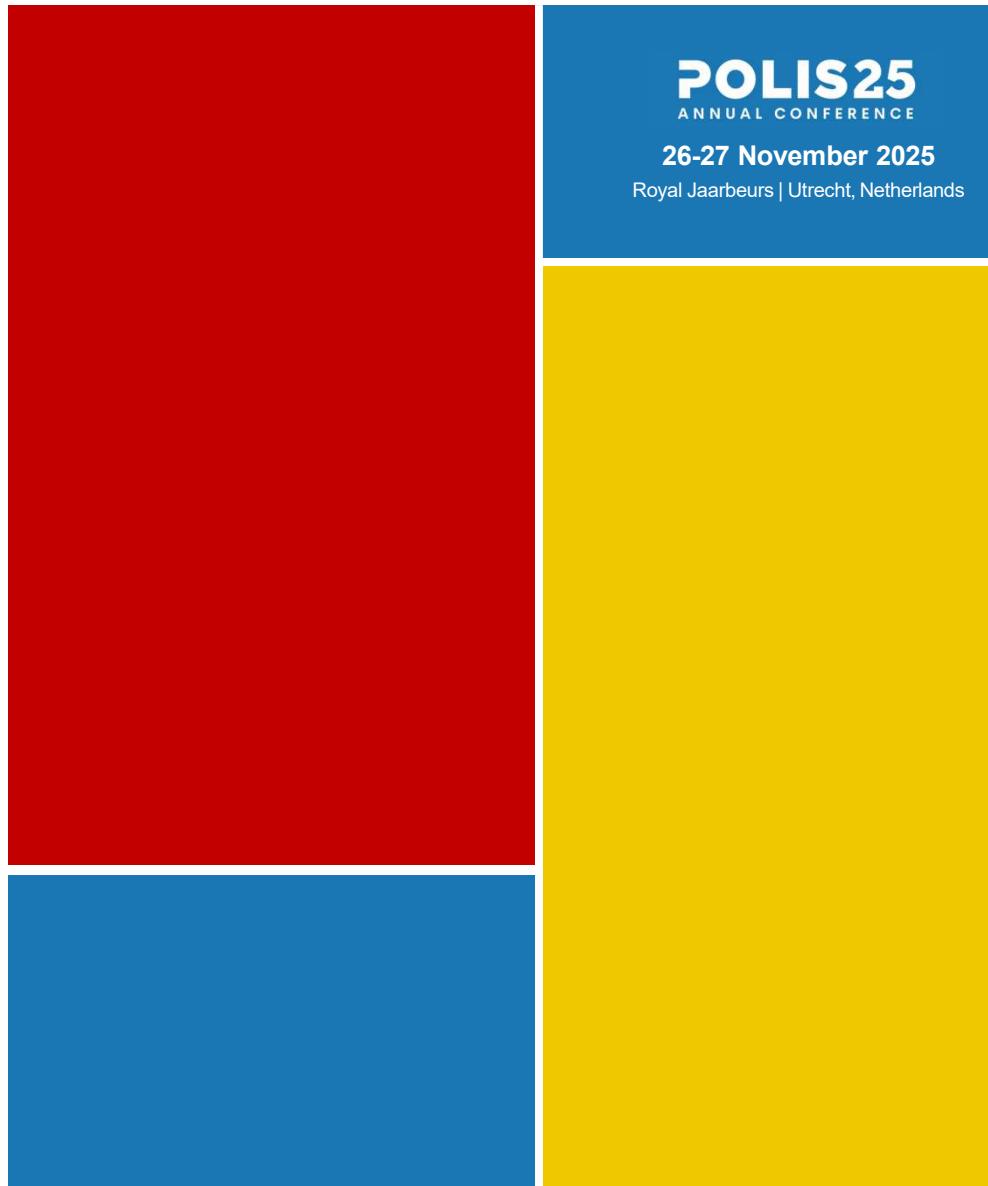
## SESSION 4C. MOBILITY AS A RIGHT - PUBLIC TRANSPORT AS A SERVICE

Group A - Boosting Public Transport services

### SPEAKERS

Tommaso BONINO, SRM (IT)

Tamás HALMOS, BKK (HU)



# DREAM\_PACE project

*Demand REsponsive trAnsport  
integrating regional Mobility networks  
for PAssengers in Central Europe*



Interreg  
CENTRAL EUROPE



Co-funded by  
the European Union

DREAM\_PACE

- **March 2023 – February 2026**
- Supported by the **Interreg CENTRAL EUROPE Programme** with co-financing from the European Regional Development Fund
  - 2.821.943 € total project budget
  - 2.257.554 € ERDF funding
- **6 pilot areas**



# DREAM\_PACE project

## 4 pilot actions in the 6 pilot areas

1. Governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low demand areas;
2. Governance and planning of coordinated DRT network enhancing accessibility in peripheral and rural regions;
3. Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/operational innovations;
4. Experimental DRT service in a new regulatory framework.

<https://www.interreg-central.eu/projects/dream-pace/>

## Key elements

- a) Integration of DRT with PT Systems
- b) Digital and Operational Innovations
- c) Social Inclusion and Territorial Cohesion
- d) MaaS Integration
- e) Cross-border Collaboration

## + DRT 3.0 SUMP Topic Guide

for integrating DRT in the SUMPs



# Strategic planning approach in Bologna

*Pilot action “Governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low demand areas”*

## WHAT WE DID

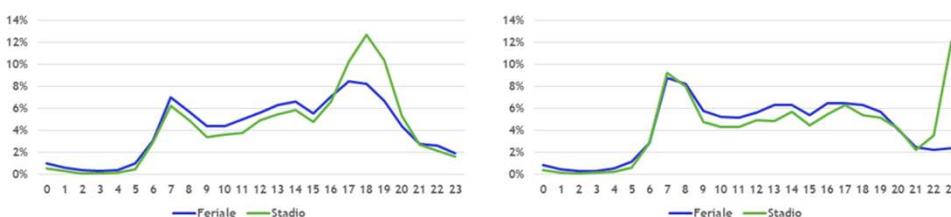
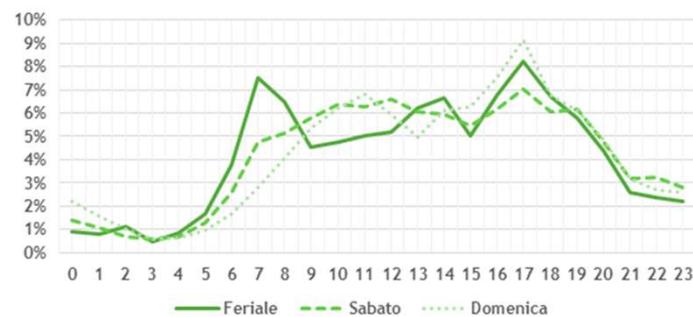
- Analysis of potential demand and definition of **areas of weak demand** at the **metropolitan level** (in terms of geographic, socio-economic, temporal, and inter-territorial characteristics)
- Study on **DRT costs** and the possibility of their **inclusion in the Public Transport Contract of Service**
- Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (**SUMP**)
- Identification of potential weak demand areas by analysis and geographic visualization of the **O/D matrix starting from telephone SIM card data**
- Study on **mobility demand from city users**, focusing on the mobility needs of non-residents by quantifying daily and seasonal demand and identifying the most requested routes or destinations (\**MIND Project*)



# Strategic planning approach in Bologna



*Pilot action “Governance and planning of integrated DRT-public transport in a MaaS logic for peripheral and low demand areas”*



## WHAT WE ACHIEVED

- Development of a **strategic planning approach to be tested through SUMP** (Bologna)
- SRM as PTA developed **recommendations** that will use in the next **procurement** and the **Contract of service** for PT; they embrace **data governance and integration, tariffs and funding**
- The next tendering procedure for PT in Bologna will include DRT organically and this will also constitute an on-field demonstration / application of the DREAM\_PACE results.

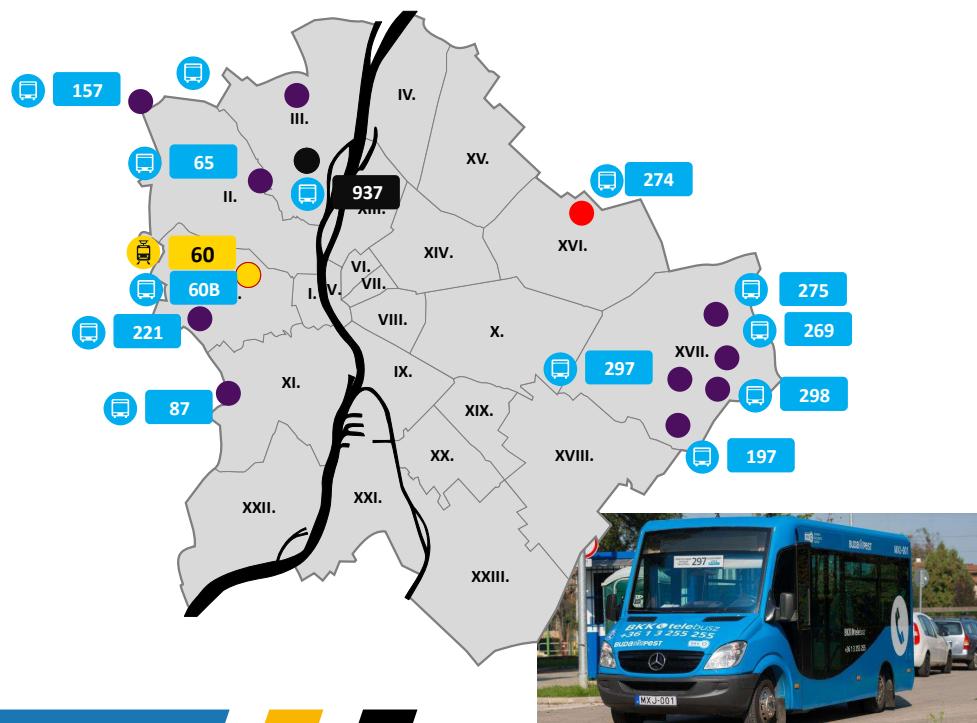


# Digitalization of existing services and integration DRT/PT in Budapest



*Pilot action “Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/operational innovations”*

- In the peripheral areas of Budapest, with low population density, **traditional** timetable-based public transport services are **not efficient**
- **DRT** services with fixed route have been available in Budapest **for 20 years**
- BKK is partly integrating DRT into the existing MaaS app (**BudapestGO**) and is introducing a new DRT service without fixed itineraries.
- Physical and digital **integration** between DRT and conventional PT is essential
- Development of operational hybrid DRT models is essential to enhance flexibility.

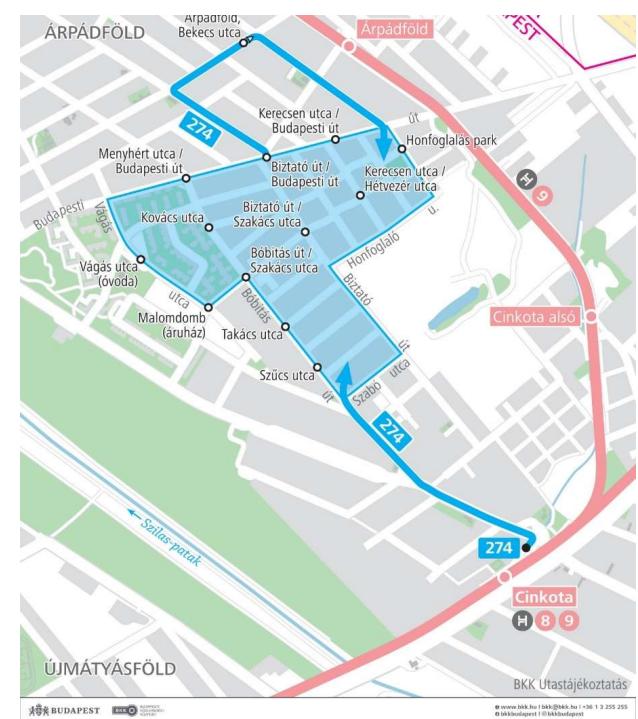


# Digitalization of existing services and integration DRT/PT in Budapest

*Pilot action "Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/operational innovations"*

## WHAT WE ACHIEVED

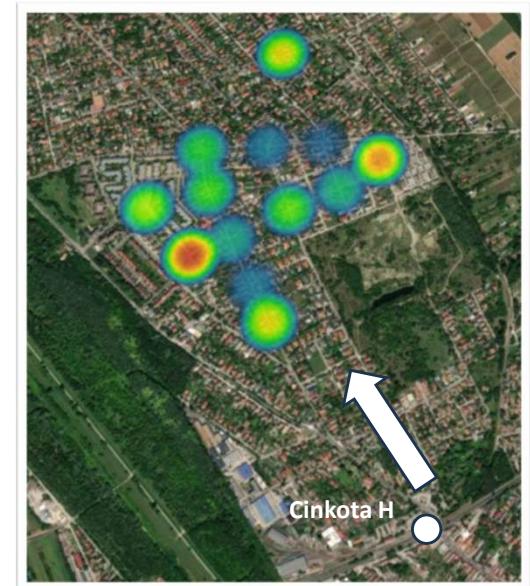
- BKK launched Hungary's first DRT public transport service with **flexible routes** in the Csobaj-bánya area of the XVI district of Budapest in summer 2025
- "Telebus 274" improves PT in the area while also providing a **shuttle service**, as part of the regular public transport service to the Cinkota suburban railway station, from which Budapest's city centre is easily accessible
- Scheduled, pre-announced times and only runs if there is an actual travel request for a given departure
- Passengers' **can book online**, by phone, or directly with the driver at the terminus, specifying their origin and destination
- The route is **generated by software** based on the travel requests received and may vary from trip to trip. This flexible route planning ensures the shortest possible travel time and optimal coverage of the area



# Digitalization of existing services and integration DRT/PT in Budapest

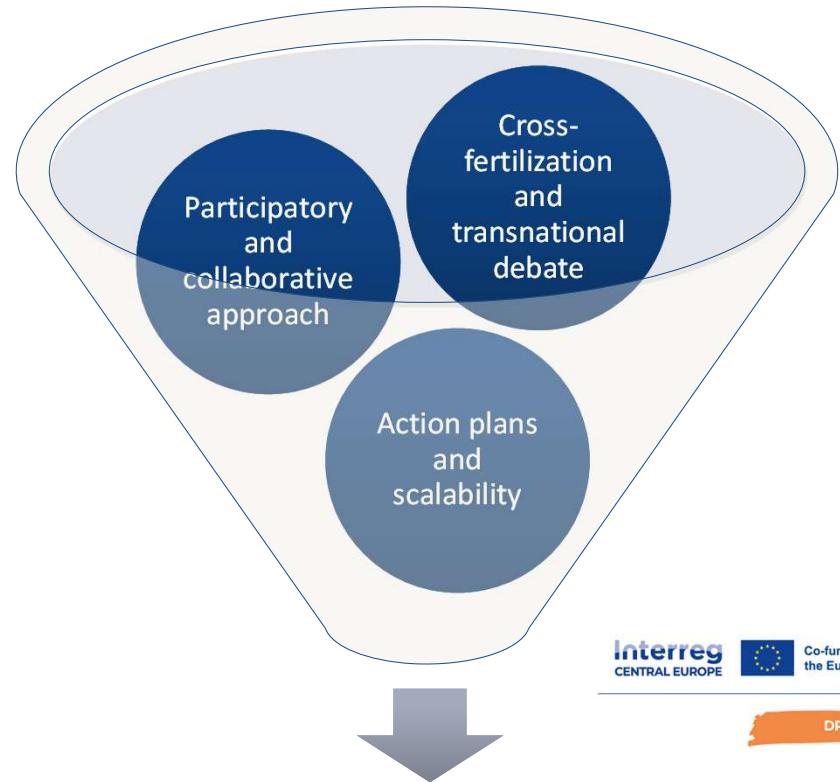
*Pilot action “Enhancing existing DRT networks responsiveness in rural and peripheral areas through digital/operational innovations”*

- **Approx. 2.500 people** live in the covered area
- Local **stakeholders were involved** in the preparation of the pilot
- The pilot has been running since August 2025
- **100+ passengers** use the service daily
- Positive feedback has been received from local users
- BKK has decided to **continue the service** after the end of the pilot
- The possibilities for introducing flexible DRT in **other areas** will be examined



# Conclusions / Lessons learnt

- 1. Complexity of Integrated Management between DRT and PT** (operational models, pricing structures, need for frictionless transition, etc.);
- 2. Importance of Multilevel Governance** (that involves not only public authorities but also transport operators, technology companies, and end users);
- 3. Need to Test and Adapt Solutions in Real Contexts** (field activities that go beyond theoretical design);
- 4. Challenges in Financial Sustainability** (well-structured funding models);
- 5. Adaptability and Customization of Solutions** (there are no one-size-fits-all solutions).



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**Thank you for  
your attention!**

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