



WP.T3 - D.T3.2.6

Enlarged Transfer Programme (ETP)
transnational event in Maribor-SI

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1. Introduction

Remote regions in central Europe share the same risks and issues related to the fact that they are located at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intermodality, poor communication and information to users and car commuting are some of the challenges that many central European regions face.

The SMACKER project addresses these disparities and promotes public transport and mobility services that are demand-responsive and that connect local and regional systems to main corridors and transport nodes.

Within SMACKER mobility issues related to peripheral and rural areas, main barriers are assessed and addressed and solutions drawn on the best international know-how are provided. SMACKER promotes demand-responsive transport services to connect local and regional systems to the main transport corridors and nodes. Soft measures (e.g. behaviour change campaigns) and hard measures (e.g. mobility service pilots) are used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas, with the aim of achieving more liveable and sustainable environments and better integration of population to the main corridors. SMACKER helps local communities to re-design their transport services according to user needs, through a coordinated co-design process between local/regional partners and stakeholders; SMACKER also encourages the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions are residents, commuters and tourists.

Participation reflects the overall integration of citizens and groups in planning processes and policy decision-making and consequently the sharing of power. In particular, transport planning and transport relevant measures are often the subject of controversial discussions within the urban community. The concept of Sustainable Urban Mobility Planning has established the principle that the public should be included from the very beginning of the transport planning process and not only when the plans are largely completed and only minor amendments can be carried out. For that reason, public authorities need to open-up debate on this highly specialised and complex subject area and make participation a part of the planning process. In order to ensure participation throughout the process, the development of an engagement strategy would be necessary.

This deliverable gives a summary of the first transnational event of the SMACKER Enlarged Transfer Programme (ETP) held in coincidence with the first SMACKER scientific event. The event was originally foreseen to take place in Maribor, but it was moved online due to the COVID19 pandemic and the consequent restrictions to people mobility all over Europe. It provides a syntetic guide helping the ETP followers recruited in the SMACKER framework to know the specific contents presented during the SMACKER event, the registration of which is also available online. The SMACKER Steering Committee members and the experts involved in the “SMACKER Quality Partnership for a seamless Mobility governance” (SQPM) attended the meeting.

This deliverable intends to provide an easy access to the technical contents presented during the first SMACKER ETP event, and it is organized as follows.

Chapter 2 provides general information on the first ETP transnational event and the links to the the speakers’ presentations as well as to the Youtube registration of the event.

Chapter 3 gives insights on the main information related to the project and the European Macro Regional strategies interesting the SMACKER territory. A specific focus was given to SMACKER and the Danube Region Macro Regional strategy supporting the dissemination of the EU projects results at a wider level.

Chapters 4 provides a deep overview on the scientific bases of DRT depicted in real experiences worldwide. The four presentations showed, from different points of view, the technical, political and managerial aspects to be considered in order to develop attractive and reliable DRT services in low demand areas.



Chapter 5 provides a training on DRT practical case studies. It presents real DRT case studies coming from the experiences collected by the SMACKER experts including the SQPM members, and shows the preliminary results collected in the six SMACKER pilots.

Lastly, chapter 6 drafts some conclusions and paves the ways towards the next steps and events of the SMACKER ETP.



2. General information on the first ETP transnational event

In order to share the experience and know-how of SMACKER project with non-partner institutions interested in the project results, thus expanding the cooperation between Central Europe policy makers and stakeholders in the Central European area, SMACKER offers to 10 selected non-partner cities and territories the opportunity to develop/improve Demand Responsive Transport (DRT) services in collaboration with the SMACKER partners.

The SMACKER Enlarged Transfer Programme (ETP) aims at multiplying the impact of the results achieved in the SMACKER project and create an opportunity to involve external audience in the project itself. This would allow to capitalize the SMACKER experience and spread the adoption of solutions for better connecting peripheral areas through on-demand public transport services.

The 10 follower institutions were selected in the second half of 2020 through an open call for expression of interest¹: through ETP, they are involved in training activities, meetings and scientific events centred on DRT topics, and are supported by technical experts selected by the SMACKER project partners in preparing an Action Plan to improve sustainable mobility services in their area, based on demand-responsive transport solutions. This activity refers to the SMACKER Specific Objective 3 “To define a long-term strategy to promote sustainable mobility in regions that will complement and feed local planning tools”: it is pursued by promoting a professional growth of both partners and ETP members, and by expanding the audience of the project and its results.

Three specific training events are foreseen as part of the SMACKER ETP:

- ETP webinar training implementation, that is planned to take place in June 2021;
- ETP transnational event in Maribor (SI), planned in November 2020 in coincidence with the first SMACKER scientific event, the second SMACKER Quality Partnership for a seamless Mobility governance (SQPM) meeting, and the fourth SMACKER Consortium meeting with the project Steering Committee
- ETP transnational event in Vienna (AT), planned at the end of the SMACKER life in February 2022, in coincidence with the second SMACKER scientific event, the third SQPM meeting, and the sixth and last SMACKER Consortium meeting with the project Steering Committee.

The webinar will focus on understanding innovation and technical solutions, ICT opportunities for public transport policy and measures, case studies and practice of flexible solutions for the sustainable mobility of passengers in rural/low density areas, exchange of best practices among public administrations, public transport operators, relevant stakeholders (national and transnational). Technical experts with an EU outstanding knowledge on DRT topics will be involved as speakers in order to provide such technical information and skills.

The two transnational training events aim to present and discuss the achievements and lessons learned from the SMACKER pilot actions which are addressed to generate new solutions for setting or improving flexible and on demand public transport in low density Central Europe area.

Due to the COVID19 pandemic-related restrictions, the first ETP transnational event finally took place as a webinar: it was held in November 2020, as planned and in coincidence with the first SMACKER scientific event and the second SQPM meeting; it was attended also by the SMACKER SC members. During such an event, several technical experts who are specialist in the SMACKER topics were involved. The following paragraphs summarize some general information on the event and provide guidance on how to use its main outcomes. Full information on what was presented by the technical experts during the meeting is reported in chapter 3.

¹ Full details are available in SMACKER D.3.2.1 “Guidelines for Enlarged Transfer Programme (ETP) for Central Europe Policy Makers and stakeholders”, released in April 2020



2.1. SMACKER ex-Maribor scientific event agenda and the first ETP transnational event

The first SMACKER scientific event took place as a webinar on 10 November 2020 on the GoToMeeting platform. The webinar was titled “Demand responsive transport in low population density areas” and was delivered in two sessions: the scientifically oriented morning session and the afternoon training session.

The first ETP transnational event was hosted as part of this webinar, which agenda was built considering specific technical, political and economic topics related to the development/improvement of DRT services. The more general morning session introduced the audience to the SMACKER project and the related EU framework, and presented international experiences in the DRT field, covering different urban and peri-urban contexts. The afternoon session concentrated on the ETP training giving some insights on the different approaches and solutions that can be followed for developing an Action Plan towards the DRT development.

This can be appreciated in the agenda of the scientific event reported here below.

Morning session

OPENING

- 10.00 **Welcome and presentation of the topic** - *Tomislav Letnik, University of Maribor*
- 10.05 **Introduction to SMACKER project** - *Giuseppe Liguori, SRM - Reti e Mobilità*
- 10.20 **European Strategy for Danube Region** - *Franc Žepič, EUSDR PA 1B coordinator*

BUILDING BLOCKS AND DISRUPTORS OF RURAL MOBILITY

- 10.30 **Recent developments in rural and regional DRT: experience from Australia**
prof. John Nelson, The University of Sydney
- 11.00 **Ride2Rail - effective feeders for high-capacity transport services**
Giuseppe Rizzi, UITP, Ride2Rail project
- 11.20 **The role of DRT in tourist areas - learnings from the LAST MILE project**
Christine Zehetgruber, komobile w7 GmbH

SMACKER - MOBILITY CHALLENGES – REGIONAL PERSPECTIVE

- 11.40 **Level of service and policies in relation to DRT** - *Denis Grasso,*
Istituto sui trasporti e la logistica
- 12.15 **Discussion and wrap-up**

Afternoon session

OPENING

- 14.00 **Welcome and presentation of the topic** - *Marjan Lep, University of Maribor*
- 14.10 **Inside the SMACKER project** – *Chiara Lepori, SRM - Reti e Mobilità*

POLICIES AND ACTION PLANS, ETP TRAINING ON INTERREG AND H2020 PROJECTS, EXPERIENCES SHARING

- 14.30 **Delivering DRT using ITS in a Virtual Agency** - *Brian Masson,*
Multi Modal Transport Solutions Ltd.
- 14.50 **The Ravenna experience** - *Nicola Scanferla, RER's SQPM member*
- 15.10 **DRT as SUMP instrument** - *Marcin Wolek, GDYNIA's SQPM member*



SMACKER – STORIES FROM THE REGIONS

15.30 **Experiences from SMACKER regions** - *pilot regions representatives,*
moderated by Roman Klementschnitz, BOKU

16.15 **Discussion and wrap-up**

Figure 1: Agenda of the first SMACKER scientific event including the first ETP transnational training event

The registration of the event is available on YouTube at this link:

<https://www.youtube.com/watch?v=uaHzwq5J2wM&t=7941s>

All the speakers' presentations are available at this link:

[https://www.interreg-central.eu/Content.Node/SMACKER/SMACKER-\(ex\)-Maribor-scientific-event-.html](https://www.interreg-central.eu/Content.Node/SMACKER/SMACKER-(ex)-Maribor-scientific-event-.html)

2.2. Use of the event material by ETP followers

The contents of the first ETP transnational event were built with the aim of introducing the SMACKER ETP followers to best practices, ideas and examples on how to develop/improve effective and reliable DRT services in rural areas.

In particular, in the morning the opening part of the webinar offered an inside on the SMACKER project and the Danube Macro Regional Strategy, whereas the following “Building blocks and disruptors of rural mobility” slot gave some information on other projects and initiatives in the DRT field. The following slot titled “SMACKER mobility challenges - Regional perspective” offered a general overview on the main scientific issues related to the development and the monitoring of a DRT service in a rural area.

In the afternoon, after a deep dive into the SMACKER project details, the slot “Policies and Action Plans, ETP training on Interreg and H2020 projects, experiences sharing” offered an overview of the technical aspects related to the development of DRT services in three different peripheral areas. Lastly, in the slot “SMACKER - Stories from the regions” the six SMACKER pilots were presented in order to provide the participants with information on how the Central Europe regions involved in SMACKER are tackling the challenge to promote DRT in their territories.

In order to enable the ETP followers accessing the material they need when they need it, the outcomes of the two sessions are organized in chapters 3, 4 and 5 with the following rationale:

- Chapter 3 is dedicated to the information on the SMACKER project and on the Danube Region Macro Regional strategy (one of the four different EU Macro Regional strategies with which SMACKER cooperates during the project life). The contents reported in this chapter can be used by ETP followers to better understand the SMACKER key objectives and goals and to have a clear vision on the EU Macro Regional strategies interesting the territory on which the SMACKER project wants to contribute providing relevant experiences from single case studies and actions plans the project itself is going to develop;
- Chapter 4 is dedicated to the scientific bases of DRT depicted in real experiences worldwide. The contents reported in this chapter can be used by ETP followers to collect new ideas and evidences on technical, political and managerial aspects to be considered in order to develop attractive and reliable DRT services in low demand areas. These technical notes can be used in the phase of the SMACKER Action Plan definition;



- Chapter 5 is dedicated to the training on DRT practical case studies. The contents reported in this chapter can be used by ETP followers to collect evidences and lessons from international and European DRT real experiences. This case studies overview intends to provide more evidences and practical tools supporting the SMACKER ETP partners on how to develop/improve their DRT services selected for the action planning foreseen in the project.

In all these chapters are provided tables summarizing the main information related to the given presentations, with direct link to the video too.



3. Information on the SMACKER project and on the Danube Region Macro Regional strategy

This chapter gives easy access to synthetic information on the Interreg Central Europe SMACKER project and a general vision on the Danube Region Macro Regional strategy supporting the dissemination of the EU projects results at a wider level.

3.1. Lead partner presentations on SMACKER project

Two presentations were delivered by the SMACKER Lead Partner SRM Reti e Mobilità at the beginning of each one of the two webinar sessions (in the morning and in the afternoon). The presentations gave an overview and insight on the aim and the state-of-play of the project. The morning presentation was given by Giuseppe Liguori (Project Coordinator expert in legal and financial aspects) while the afternoon one was given by Chiara Lepori (component of the SMACKER Management Team at SRM and expert in transport engineering).

Table 1: Main information on LP presentations on SMACKER project

SMACKER Project	
Authors	Giuseppe Liguori and Chiara Lepori, SRM Reti e Mobilità (Italy)
YouTube video	Minutes: 0.01.20 and 2.32.50 Direct links: https://youtu.be/uaHzwq5J2wM?t=76 https://youtu.be/uaHzwq5J2wM?t=9171
Main topics	<ul style="list-style-type: none"> • SMACKER project aims and objectives • SMACKER approach and its 4 pillars • Expected outputs of the SMACKER project and current implementation stage
Why listen to these presentations?	<ul style="list-style-type: none"> • Having a general overview of the SMACKER project • Understanding the approach with which SMACKER is addressing its objectives (4 SMACKER pillars: Understanding, Participation, Innovation and Impact) • Knowing about the state-of-play of the project implementation

3.2. European strategy for the Danube Region

This presentation was given by Franc Žepič (Ministry of Infrastructure of Slovenia) Secretary and European strategy for the Danube Region (EUSDR) Priority Area 1B (“Rail-Road-Air Links”) coordinator. By following this presentation, it is possible to know about the Macro-Region approach to the development of more sustainable public transports, with particular reference to the European strategy for the Danube Region and a specific focus on the 2020 Action Plan and the way forward towards the 2021-2027 Programming Period.

SMACKER involves the representatives of the Macro Regional Strategies operating on the SMACKER territory in specific events in order to have a general overview of the EU and cross-border transnational frameworks guiding the national, regional and local different strategies and policies on sustainable mobility and DRT solutions. They are EUSDR (EU Strategy for the Danube Region), who participated to this event, EUSBSR (EU Strategy for the Baltic Sea Region), EUSAIR (EU Strategy for the Adriatic and Ionian Region) and EUSALP (EU Strategy for the Alpine Region).



Table 2: Main information on Danube Region presentation

European strategy for the Danube Region	
Author	Franc Žepič, Secretary and EUSDR PA 1B coordinator - Ministry of Infrastructure of Slovenia (Slovenia)
YouTube video	Minute: 0.12.50 Direct link: https://youtu.be/uaHzwq5J2wM?t=766
Main topics	<ul style="list-style-type: none"> • EU Macro-regional Strategy for the Danube Region (EUSDR) • PA1b: “Rail-Road-Air Links” and the EUSDR Action Plan 2020 • Looking forward vision into EU programmes 2021-27 • Importance of sustainable mobility also for rural and peripheral areas
Why listen to this presentation?	<ul style="list-style-type: none"> • Getting acquainted with the EU Macro-regional approach and having an insight on the EUSDR structure • Being informed about the state-of-play and way forward of the EUSDR Action Plan 2020 with particular reference to the revised Actions within Priority Area 1B “Rail-Road-Air Links”, also addressing the regional/ local cross-border infrastructure and the access to rural areas (Action 5) • Understanding the need for a common transport vision to be developed of a bottom-up process • Receiving some stimulating considerations on the importance of paying the required attention, along with urban mobility, also to the needs of rural and peripheral areas to which SMACKER is contributing (also in the light of changes brought-in by the COVID-19 pandemic)



4. Scientific bases of DRT depicted in real experiences worldwide

The morning session was the more scientific part of the ex-Maribor event on Demand-Responsive Transport (DRT) in rural and peripheral areas. After the opening slot dedicated to SMACKER and to the EU strategy for the Danube region, which are reported in the previous chapter as they provide the general framework to this deliverable and to the ETP, the following four presentations showed, from different points of view, the technical, political and managerial aspects to be considered in order to develop attractive and reliable DRT services in low demand areas.

The four presentations were given by Professor John Nelson of the University of Sydney, Giuseppe Rizzi as representative of Ride2Rail project, Christine Zehetgruber as representative of LAST MILE project and DenisGrasso from the SMACKER project partner ITL.

4.1. Recent developments in rural and regional DRT: experience from Australia

This presentation was given by John Nelson, Professor of Public Transport at the Institute of Transport and Logistics Studies (ITLS) of the University of Sydney, on the basis of the experiences of DRT (On-Demand Transport, ODT) in Australia. By following this presentation, it is possible to know about the lessons learned from the coordinated trials being carried-out recently in the New South Wales region.

Table 3: Main information on Australian experience presentation

Recent developments in rural and regional DRT: experience from Australia	
Author	John Nelson, University of Sydney (Australia)
YouTube video	Minute: 0.29.00 Direct link: https://youtu.be/uaHzwq5J2wM?t=1749
Main topics	<ul style="list-style-type: none"> • DRT (alias ODT) coordinated trials in New South Wales (NSW), Australia • DRT typologies • Examples of successful DRT trials: small-town area (Moree) and urbanised coastal city area (Coffs Harbour) • Open questions/issues to resolve • Observations for DRT in rural and regional contexts from international experience also looking at the contingent pandemic situation
Why listen to this presentation?	<ul style="list-style-type: none"> • Being informed about the “living lab” represented by the set of 25 coordinated DRT trials in NSW according to unifying strategic approach • Learning about a different DRT typology according to operation rationale (e.g. Interchange DRT, Network DRT, Destination-specific DRT) and operating models, also looking at real-life examples provided by NSW trials • Learning about the need for smoothly integrating different aspects such as services (traditional and DRT), fares, technological tools • Learning about general recommendations for making DRT a fully functional and integrated part of public transport offer in rural and regional contexts, also looking at the aftermath of COVID-19 (where, at least in some cases, DRT has proven to be more resilient in adapting to the “new normal”)



4.2. Ride2Rail - effective feeders for high-capacity transport services

This presentation was given by Giuseppe Rizzi, UITP² project manager, coordinator of the Ride2Rail project³. By following this presentation, it is possible to know about the rationale and activities of Ride2Rail project itself, which aims to develop solutions and tools able to facilitate the efficient combination of flexible (ride-sharing) and scheduled transport services such as bus and rail.

Table 4: Main information on Ride2Rail project presentation

Ride2Rail - effective feeders for high-capacity transport services	
Author	Giuseppe Rizzi, UITP (Belgium)
YouTube video	Minute: 0.55.20 Direct link: https://youtu.be/uaHzwq5J2wM?t=3317
Main topics	<ul style="list-style-type: none"> • Ride2Rail objectives • Ride-sharing definition • Ride2Rail 4 pilot activities • Analysis of EU situation: legal frameworks and what customers and drivers are expecting
Why listen to this presentation?	<ul style="list-style-type: none"> • Being informed about a relevant project aiming at innovative flexible transport solutions and tools integrated with traditional-mode scheduled ones • Becoming familiar with the similar concepts of ride-sharing (e.g. car-pooling and ride-hailing) as classified within the Ride2Rail project • Having insights into the ride-sharing legal framework in different EU countries • Understanding the importance of an offer rank-maker that can be developed to provide the best-possible solution matching the expectations of both customers and drivers

4.3. The role of DRT in tourist areas - learnings from the LAST MILE project

This presentation was given by Christine Zehetgruber, Komobile w7 GmbH project manager of the LAST MILE project⁴ in Interreg Europe and of the national consultancy programme “Mobility Management for Leisure and Tourism” (klimaaktiv mobil)⁵. By following this presentation, it is possible to know about the rationale of and the activities carried-out in the LAST MILE project that aimed at improving framework conditions for flexible transport solutions enabling to reach touristic destinations in different EU regions.

Table 5: Main information on LAST MILE project presentation

The role of DRT in tourist areas - learnings from the LAST MILE project	
Author	Christine Zehetgruber, Komobile w7 GmbH (Austria)
YouTube video	Minute: 1.17.10 Direct link: https://youtu.be/uaHzwq5J2wM?t=4629
Main topics	<ul style="list-style-type: none"> • Situation/issues of public transport for tourism destinations in rural areas • DRT for the “last mile” in tourism

² The International Association of Public Transport, <https://www.uitp.org/>

³ <https://ride2rail.eu/>

⁴ <https://www.interregeurope.eu/lastmile/>

⁵ <https://www.klimaaktiv.at/mobilitaet.html>



	<ul style="list-style-type: none"> • LAST MILE project (Interreg Europe Programme) overview • Good practices examples
Why listen to this presentation?	<ul style="list-style-type: none"> • Knowing the general framework, vision and common issues in developing sustainable solutions for reaching touristic destinations in rural areas • Being informed about outcomes and best-practices developed in LAST MILE project and other initiatives • Getting acquainted with relevant concrete proposals made by LAST MILE, including recommendations policy and regulatory aspects in specific contexts

4.4. Level of DRT service and policies in EU

This presentation given by Denis Grasso, from the SMACKER scientific project partner ITL (Institute for Transport and logistics), presents a review of the main EU scientific studies and projects on the DRT topics. By following this presentation, it is possible to know the main conclusions of several international and European studies related to the promotion and implementation of a DRT service in rural and peripheral areas.

Table 6: Main information on presentation on SMACKER review on DRT service and policies in EU

Level of DRT service and policies in EU	
Author	Denis Grasso, Institute for Transport and Logistics (Italy)
YouTube video	Minute: 2.01.40 Direct link: https://youtu.be/uaHzwq5J2wM?t=7293
Main topics	<ul style="list-style-type: none"> • DRT definition • Analysis of the scientific literature on rural and peripheral demand responsive transport solutions • Analysis of the EU projects on DRT services in rural and peripheral areas • Best and bad practice evidences from EU DRT pilots
Why listen to this presentation?	<ul style="list-style-type: none"> • Knowing more on success and failure factors of a DRT service • Getting insights in economic and technical sustainability of a DRT service • Getting acquainted with the DRT development process • Understanding potential KPIs to be monitored in order to check the correct implementation/functioning of a demand responsive transport service



5. Training on DRT practical case studies

Most of the afternoon session of the ex-Maribor scientific event was dedicated at presenting real DRT case studies coming from the experiences collected by the SMACKER experts including the SQPM members, and to show the preliminary results collected in the six SMACKER pilots.

Three presentations from the experts were followed by the “stories” from the SMACKER regions. The presentations were given Brian Masson from Multi Modal Transport Solutions Ltd. And by two SQPM⁶ members: Nicola Scanferla from Emilia Romagna, Italy, and Marcin Wolek from Gdynia, Poland. The slot presenting the SMACKER pilot stories was moderated by Roman Klementschtz from the SMACKER project partner BOKU (University of Vienna), who involved the pilot representatives telling about their experiences.

5.1. Delivering DRT using ITS in a Virtual Agency

This presentation was given by Brian Masson, transport consultant and business improvement specialist as well as founder of Multi Modal Transport Solutions Ltd. By following this presentation, it is possible to know about relevant aspects to be addressed in DRT development, with a particular emphasis on coordination and involvement of all needed stakeholders.

Table 7: Main information on presentation related to DRT delivered using ITS in a Virtual Agency

Delivering DRT using ITS in a Virtual Agency	
Author	Brian Masson, Multi Modal Transport Solutions Ltd
YouTube video	Minute: 2.49.05 Direct link: https://youtu.be/uaHzwq5J2wM?t=10144
Main topics	<ul style="list-style-type: none"> • Common issues in public transport and aspects to be addressed for the setting of efficient DRT solutions • FAMS⁷ Virtual Agency Business Model • Multi-stakeholder involvement • Policy recommendations
Why listen to this presentation?	<ul style="list-style-type: none"> • Having an overall understanding on relevant (though sometimes not apparent) needs and (social) costs of not providing public transport services • Knowing more about issues still open in DRT development (ability to work together, to share data and resources as well as on agreeing to share costs and rewards among stakeholders) • Knowing about the potential business model for ITS being proposed by Newbits EU project⁸ • Understanding the importance of Co-creation/ Lean methods, engaging everybody from the beginning through multi-stakeholder involvement

⁶ SMACKER Quality Partnership for a seamless Mobility governance

⁷ FAMS was a project on Flexible Agency for collective demand-responsive Mobility Services. More info at: <https://trimis.ec.europa.eu/entityprint/node/4434>

⁸ <http://newbits-project.eu/>



5.2. The DRT Ravenna experience

This presentation was given by Nicola Scanferla, SQPM member appointed by Emilia-Romagna Region⁹, on the basis of his experience gained working at the Ravenna Municipality. By following this presentation, it is possible to know about the application of the SUMP¹⁰ approach in developing a concrete and innovative DRT service, which was done in Ravenna following a participatory approach and based on thorough technical analyses.

Table 8: Main information on DRT Ravenna experience presentation

The DRT Ravenna experience	
Author	Nicola Scanferla, Municipality of Ravenna (Italy)
YouTube video	Minute: 3.14.30 Direct link: https://youtu.be/uaHzwg5J2wM?t=11666
Main topics	<ul style="list-style-type: none"> • Ravenna context • Focus on the needs of settlements in rural areas during the SUMP development • Design of DRT in the Southern area of the Ravenna municipality, including market research for the IT software to be used • Implementation of DRT service and related communication campaign
Why listen to this presentation?	<ul style="list-style-type: none"> • Learning about the SUMP analyses carried out within a peculiar territorial context (and which could present similarities with other specific ones) • Showing the development of a best practice integrating the outcomes of the SUMP participatory process with thorough technical analyses and leading to a real DRT implemented solution • Learning about the importance of reaching citizens and local communities through an effective and diversified communication campaign • Knowing about an operating and innovative DRT service, based on a smart ICT tool (Shotl¹¹ app)

5.3. DRT as SUMP instrument

This presentation was given by Marcin Wolek, Professor at the Faculty of Economic of the University of Gdansk and member of the SQPM appointed by the Project Partner Gdynia. It focuses on the analyses carried out for the Gdynia SUMP development. By following this presentation, it is possible to know about the potential usage of DRT for addressing sustainable accessibility needs of a district separated from the main city center, as well as the state-of-play of DRT in Poland.

Table 9: Main information on presentation of DRT as SUMP instrument

DRT as SUMP instrument	
Author	Marcin Wolek, University of Gdansk (Poland)
YouTube video	Minute: 3.31.10 Direct link: https://youtu.be/uaHzwg5J2wM?t=12669
Main topics	<ul style="list-style-type: none"> • Gdynia SUMP

⁹ Emilia Romagna Region is a SMACKER Associated Partner

¹⁰ SUMP - Sustainable Urban Mobility Plan

¹¹ <https://shotl.com/>



DRT as SUMP instrument	
	<ul style="list-style-type: none"> • SUMP analyses with focus on Chwarzno-Wiczlino district, separated from the Gdynia main city centre • Opportunities from DRT and related state-of-play in Poland
Why listen to this presentation?	<ul style="list-style-type: none"> • Learning about the SUMP analyses carried out within a peculiar territorial context (and which could present similarities with other specific ones) • Knowing about effect of growing suburbanisation in Poland and related challenges in tackling the car-dependancy • Being informed about the DRT state-of-the-art in Poland, including the constraints due to the existing Polish regulatory framework • Knowing about opportunities about the potential solutions represented by DRT • Receiving recommendations related to challenging aspects for ensuring DRT economic viability

5.4. Experiences from SMACKER regions

The last slot in the training session was dedicated to an overview on the Pilot activities being developed within SMACKER project. The presentation involving all the SMACKER pilot responsables was moderated by Roman Klementschtz, representative of the SMACKER scientific partner BOKU (University of Natural Resources and Life Sciences, Vienna). Each pilot region representative gave a brief presentation of 5-8 minutes.

Table 10: Main information on presentation of experiences from the SMACKER regions

Experiences from SMACKER regions	
Author	Roman Klementschtz, BOKU - Institute for transport studies (Austria) chairing with contributors for each specific topic as reported here below
YouTube video	Minute: 3.56.55 Direct link: https://youtu.be/uaHzwq5J2wM?t=14197
Main topics	<ul style="list-style-type: none"> • Overview of SMACKER pilot regions (Roman Klementschtz) • Dive-in in the six pilots: <ul style="list-style-type: none"> ○ Bologna Apennines (Marco Amadori, SRM) ○ Gdynia (Karolina Marszałkowska et al., GDYNIA) ○ North-Western part of Prague metropolitan area (Gabriela Lněničková, MCPS) ○ Murska Sobota (Tadej Pirc, MURS) ○ Budapest (Tamás Halmos, BKK) ○ Austrian East Tyrol (Manfred Mair, RMO)
Why listening to this presentation?	<ul style="list-style-type: none"> • Being provided with an overview and background about SMACKER Pilots • Being informed on the SMACKER innovative pilot solutions • Receiving information about the updated timeline and scheduling of the six pilots • Getting acquainted with the SMACKER approach for involving local communities in the DRT service definition



6. Conclusions and next steps

The first SMACKER ETP transnational event, framed in the broader first SMACKER scientific event, provided a thorough overview on “Demand responsive transport in low population density areas”, enriched with various presentations on real trials carried out in different contexts ranging from different European regions to Australia. The resulting picture allows to frame the DRT development in an overall vision supporting the development of sustainable transport solution for rural and peripheral contexts.

With this purpose, attention was dedicated to provide to the ETP followers with a synthetic overview - composed by key messages and lessons learnt - of the EU political framework on the SMACKER topics, including the the EUSDR Macro Regional Strategy involving some SMACKER ETP followers (in particular: City of Szombathely, MOBILITO - Mobilitätszentrale Pongau GmbH, City of Maribor, Tirol Werbung GmbH and Municipality of Moravske Toplic).

Besides this, the focus on the local dimension and related specificities (such as the national regulatory framework) was kept by presenting pilot actions and experiences.

A key message for ETP followers aiming at developing their Action Plans towards establishing or improving DRT services in their areas can be summarised by the motto “bringing together”, as cooperation between stakeholders and a synergic integration between innovative DRT solutions and traditional public transport are needed. In fact, when talking about DRT, where ICT innovative tools represent a transversal opportunity and facilitator to boost the DRT service deployment, it is important to create active collaborations with the existing key technological solutions and projects already activated at local and regional level and with the stakeholders working both on public transport technical and political aspects. All the contents presented at this first SMACKER ETP transnational training have been provided to ETP followers interested in developing and/or improving a demand responsive transport solution in their territories. The material and outcomes from this first ETP transnational training help ETP followers to learn more on the technical, managerial and political aspects to consider when developing the Action Plans together with the technical experts provided by the SMACKER project.

ETP followers will be supported further in developing their Action Plans by a webinar focused on the technical aspects of DRT services development and improvement, which is planned to take place in June 2021. The final ETP transnational event, foreseen in Vienna in February 2022 in coincidence with the SMACKER final scientific event, will be the final meeting and the ETP followers will have the opportunity to present and share their Action Plans.



7. References

1. SMACKER Application Form, Version 27 February 2019
2. SMACKER “D.T3.2.1 Guidelines for Enlarged Transfer Programme (ETP) for Central Europe Policy Makers and stakeholders”, April 2020
3. SMACKER “D.T3.2.2 Call for non partner “peripheral” authorities in CE to attend Enlarged Transfer Programme (ETP)”, July 2020