Vonattal a jovőbe!

kommunikációs program-javaslat a fenntartható közlekedésről, az éghajlatváltozásról, és az autómentes városokról

České dráhy and MÁV are rebuilding their Studenka-built railcars *BUT* the planned MÁV version does not have a low-floor section...

I have a car but I like this option!

Why do it?

- *Adds a link to the accessible mobility chain to small towns, improving the value of investments such as the FLIRT and Desiro*
- *Complements the 2010 regulations on accessibility of urban public transport & integrated rail and public transport scheme*
- *Drives another nail into the coffin that is Soviet-era discriimination against people who were "different"*
- *Increases the ease of use for elderly people, parents with prams, cyclists and those moving light personal freight*

The cost?

- *The price differential is about 20-25% (based on EUR 600,000 for RegioNova vs EUR 500,000 for 6312)*

How to pay for it?

- *Regional development funds*
- *Advertising (exterior& interior)*
- *Training for construction and license for design funded by cross-border cooperation scheme*

Photo of new metro cars

project partners

Disability NGO *Moms + Kids NGO* *NGO*

media partners

Seed funding by

www.milieukontakt.nl

Adaptation of the low-floor section of the RegioNova by Pars Nova to the 6312 by MÁV Vasjármú KFT

Images from BKV and Stadler Rail websites except Desiro, by Sandor Juhos and 6312, by Péter Bölcskei

www.worldcarfree.net/onthetrain

For visualisation purposes only. All official partners as of 1.1.2006 are indicated.