



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



I have a car but  
I like this option!



# Vonattal a jövőbe!

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

## 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 discrimination 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?

- No extra funding needed if fewer lowfloor 6312s are built
- Regional development funds
- Advertising (exterior& interior)
- Training for construction and license for design funded by cross-border cooperation scheme



Seed funding by



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