

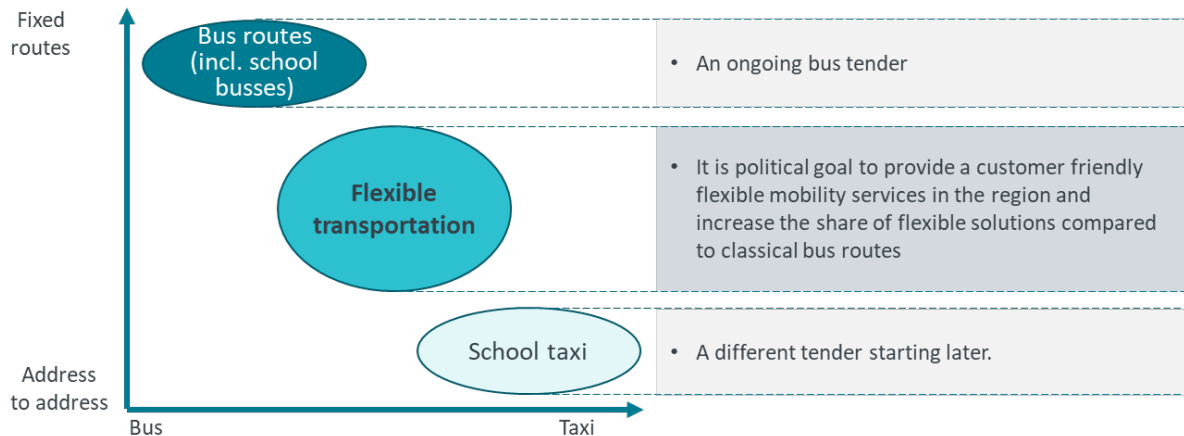


**Appendix 1 Attachment 1.1 Short
introduction to AtB's plans for a
flexible transport concept in
Trøndelag**

SHORT INTRODUCTION TO ATB'S PLANS FOR A FLEXIBLE TRANSPORT CONCEPT IN THE TRØNDELAG REGION

1. Flexible transportation is a part of Region 2021 package of services

Region 2021 is a package of uniform public transport services for the new Trøndelag county except Trondheim city (The Greater Trondheim). AtB's ambition is to offer a customer friendly and cost-efficient flexible mobility solution. Region 2021 starts running August 2021.





2. Concept

2.1 Flexible zone-based services

The plan is that to make all services zone-based, which means that passengers can be picked up and delivered within a defined zone. The trips are not based on fixed routes but are dynamically planned based on where passengers are to be picked up and brought. In the various municipalities, there will be both "Service zones" and "Plus zones."

2.2 Zone types: Service and Plus

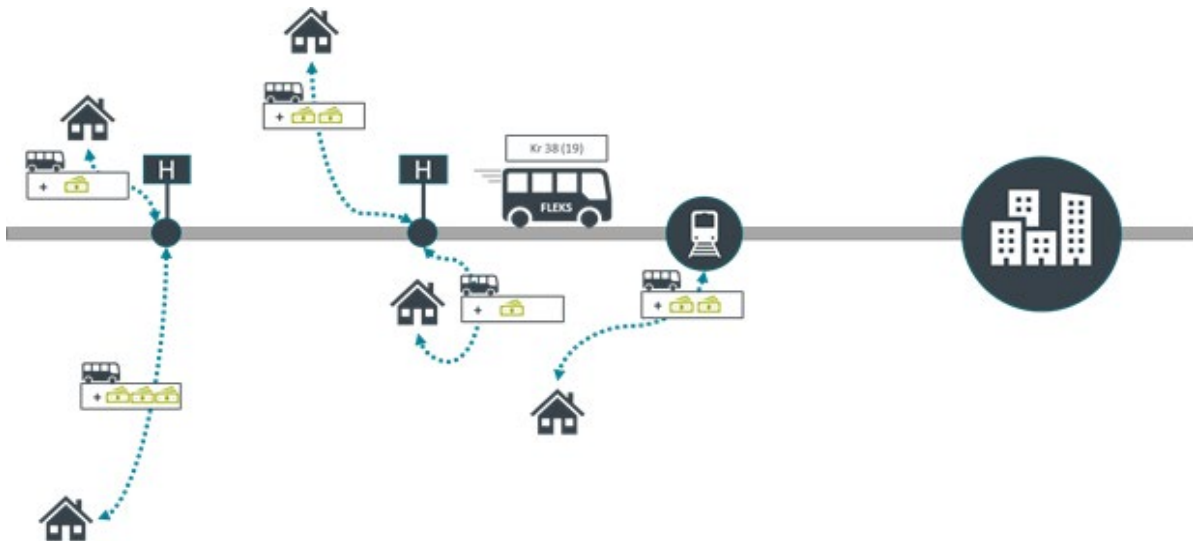
Service	Plus
 <ul style="list-style-type: none"> • Brings passengers to the store, hairdresser etc. in the morning and back home • Must be perceived as an excellent and safe service • Facilitating: drivers should assist with boarding and luggage • Will be expanded with offers for leisure/culture for youth in the afternoon on demand from the municipalities 	 <ul style="list-style-type: none"> • Brings passengers to other scheduled traffic: train, bus or boat • Associated with specific departures, adapted to the needs of each municipality • Opening hours are adapted to current departure schedules

2.3 Opening hours

Opening hours are not yet set. The opening hours have to balance customer needs against economic considerations. Ensuring optimal utilization of operators' capacities (vehicles, staff) is likely to be an important parameter for setting opening hours.

2.4 Pickup/delivery

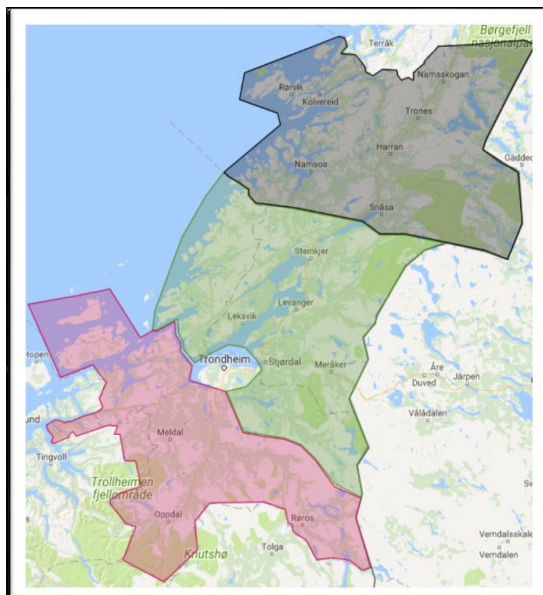
This is a potential model for flexible transportation:



AtB is considering a model where the customer is picked up at transportation nodes. AtB is also considering the possibility of picking up passengers at an address in proximity of the node. It seems plausible to have a set maximum travel length from the nodes. The money icons indicate the possibility of paying extra to be brought to the doorstep (instead of paying standard fee and walk home from one of the nodes).

3. Flexible transportation contract splitting

Flexible transportation tender is currently divided in 3 packages:



	South	Mid	North
Municipalities	Melhus	Steinkjer	Røyrvik
	Midtre-Gauldal	Indre Fosen	Namsskogan
	Holtålen	Osen	Namsos
	Røros	Åfjord	Lierne
	Oppdal	Ørland	Grong
	Rindal	Inderøy	Høylandet
	Heim	Verdal	Overhalla
	Hitra	Levanger	Flatanger
	Frøya	Frosta	Leka
	Orkland	Stjørdal	Nærøysund
	Rennebu	Meråker	Snåsa
	Skaun	Selbu	
		Tydal	
Estimated volume (km)	450 000	400 000	700 000
Estimated volume (trips)	18 000	25 000	25 000

Regional towns (the largest towns in the region) and the rest of the region (districts) have different population densities, different travel distances, and different demands for Flexible transportation. AtB is also considering splitting the contract between regional towns and districts and is developing a package consisting of regional towns. The volume estimates are highly uncertain and indicate an estimation of maximum number of trips and kilometres.