

TAKING
COOPERATION
FORWARD

 EUSDR PA1b 16th Steering Group Meeting (15 May 2018)

 **CONNECT2CE project - State of the Art**

 Paolo Dileno, Central European Initiative

CONNECT2CE – Improved rail connections and smart mobility in Central Europe

- **Partnership:** 13 PPs from 7 Central European countries (Italy, Slovenia, Croatia, Hungary, Austria, Germany, Czech Republic)
- **Duration:** 06/2017 - 05/2020
- **Budget:** 2,7 Meur



PARTNERSHIP



International organizations

- Central European Initiative - CEI (LP)



Higher education & research institutions

- European Academy of Bolzano/Bozen - EURAC
- KTI Institute for Transport Sciences Non Profit Ltd - KTI
- Institute of Traffic and Transport Ljubljana l.l.c - PIL



Sectoral agencies

- Regional Management Burgenland Ltd. - RMB
- Mobility Agency of the Autonomous Province of Bozen



Public authorities

- Regional Authority of the Pilsen Region - PK
- Public transport authority Berlin-Brandenburg - VBB
- Friuli Venezia Giulia Autonomous Region - Mobility Department
- Ministry of Maritime Affairs, Transport and Infrastructure of Croatia
- Ministry of National Development of Hungary
- Ministry of Infrastructure of the Republic of Slovenia
- Regional Government Burgenland
- Ministry for Infrastructure and Spatial Planning Brandenburg
- Senate Department for Urban Development and the Environment Berlin
- Marshal's Office of the Lubuskie Voivodship
- Veneto Region - Organizational unit for logistics and port inspectorates



Infrastructure and (public) service provider

- Udine Cividale Railways Company Ltd. - FUC
- Gyor-Sopron-Ebenfurt Railway Corp. - GySEV
- HZ Passenger Transport Ltd. - HZPT
- Slovenian railways - Passenger transport Ltd. - SŽ-PP
- Sistemi Territoriali S.p.a. - ST
- Trieste Trasporti S.p.A.
- Centre for Northwest Hungarian Transport
- Public Transport Association Vienna Region



Interest groups including NGOs

- Intermodal Transport Cluster - KIP

Project background:

- Increase of urban population \longrightarrow rural depopulation
- Peripheral/cross-border areas not linked efficiently to urban areas, i.e. to TEN-T networks and main transport nodes
- No integration of different public transport modes in peripheral/cross-border areas \longrightarrow car traffic, CO2 emissions
- Decline of passenger rail transport

Needs:

1. *To enhance public planning capacities towards improved policies on regional and cross-border public passenger transport*
2. *To change mobility patterns through more efficient and better coordinated services able to link public transport systems (also through ICT solutions)*

EUSDR PA 1b - Support (...) improved travel times for competitive railway passenger connections between major cities in the Danube Region (DR) by 2030.



CONNECT2CE – Improved rail connections and smart mobility in Central Europe

Activity areas:

- 1) Connectivity: improved PSCs/PSOs, harmonization of timetables
- 2) Integrated ticketing & tariff schemes (multimodal & cross-border)
- 3) Innovative Info Mobility tools

Main outputs and results

- 3 transnational tools for improving Public transport in remote and cross-border areas
- 8 pilot actions (mainly focused on the improvement of C-B connections)
- 10 territorial strategies for improving PT planning competencies in peripheral and CB areas



WORK PLAN

Territorial needs assessments,
3 transn.studies,
training

WPT1

ENHANCING PT
PLANNING CAPACITIES
FOR BETTER
REGIONAL AND CROSS-
BORDER PASSENGER
TRANSPORT IN CE

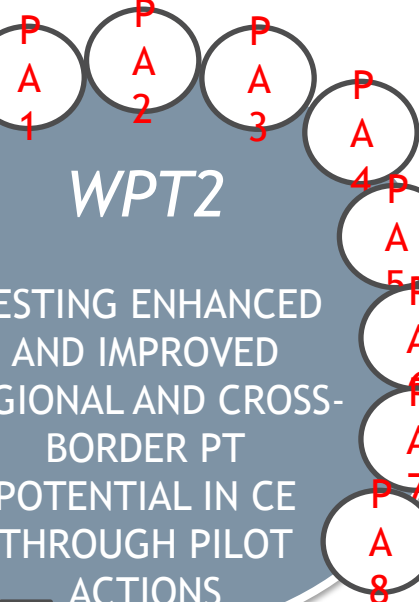
TRANSNATIONAL **TOOL** FOR THE IMPROVEMENT OF
REGIONAL/CROSS-BORDER RAILWAY AND PT CONNECTIONS

TRANSNATIONAL **TOOL** FOR THE IMPLEMENTATION OF
MULTIMODAL INTEGRATED TARIFF AND TICKETING SCHEMES

TRANSNATIONAL **TOOL** FOR THE IMPLEMENTATION OF INFO
MOBILITY SYSTEMS

WPT2

TESTING ENHANCED
AND IMPROVED
REGIONAL AND CROSS-
BORDER PT
POTENTIAL IN CE
THROUGH PILOT
ACTIONS



WPT3

PROVIDING A
STRATEGIC
FRAMEWORK FOR
IMPROVING REGIONAL
AND CROSS-BORDER
PASSENGER
TRANSPORT IN CE

3 TRANSNATIONAL TOOLBOXES
10 TERRITORIAL STRATEGIES

Provide the operational framework to improve PT planning capacities in 3 intertwined fields:

PSOs/PSCs/timetable harmonisation/regional/cross-border rail connections

Multimodal integrated tariff schemes and tickets

Intelligent Transport System (ITS) and ICT solutions (info mobility)



Analysis of the current situation on accessibility in CE through Territorial Needs Assessments of project partner areas;



Analysis of Territorial Needs Assessments, collection of best practices and drafting of 3 (PSO, Tariff, ITS) transnational studies;



Elaboration of 3 transnational tools with methods and concepts for fostering regional and cross-border passenger transport in the CE area;



Tools will be tested within the pilot actions (WPT2) and will serve as the basis for developing territorial strategies (WPT3).

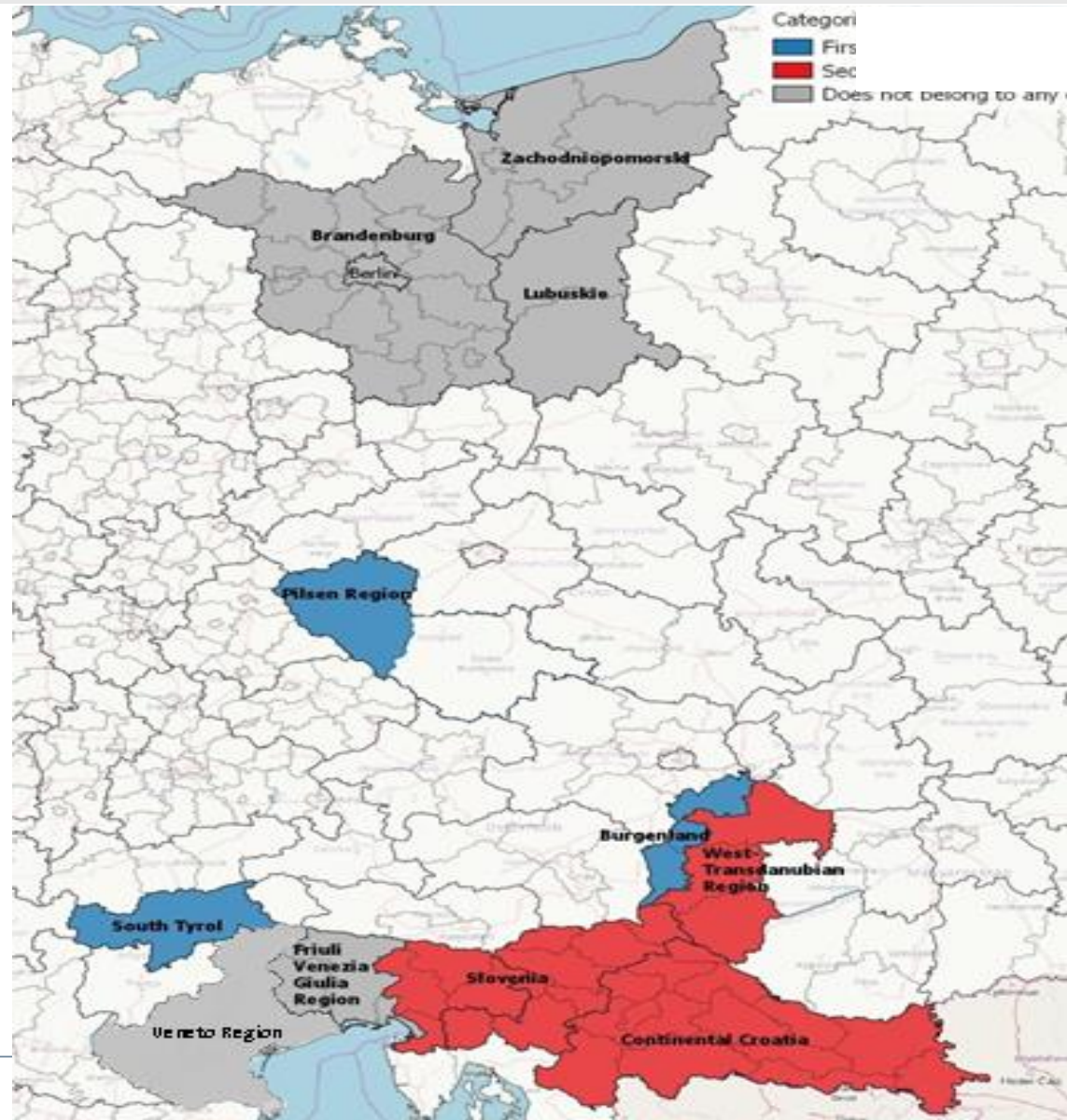


TERRITORIAL NEEDS ASSESSMENT

- TERRITORIAL NEEDS ASSESSMENT FOR:
- IT: PROVINCE OF BOZEN, FVG REGION, VENETO REGION
 - SI
 - HR
 - AT: BURGENLAND
 - DE: BERLIN-BRANDENBURG (AND CBC WITH POLAND)
 - CZ: PILSEN REGION
 - HU: GYOR-MOSON-SOPRON COUNTY AND CBC WITH BURGENLAND

Studies will be published on project's website

<http://www.interreg-central.eu/Content.Node/CONNECT2CE.html>



TRANSNATIONAL STUDIES: (SOME) OUTCOMES

D.T1.2.13 TRANSNATIONAL STUDY ON REGIONAL/CROSS-BORDER RAILWAY AND PT CONNECTIONS

PSO/PSC:

- Absence of correlation between the **rail market type** (liberalized, semi-liberalized, or non-liberalized type by the share of the open access or the competitively tendered PSC's) and the **transport governance**;
- Stronger correlation between the transport governance type and the timetable philosophy detected: in countries with centralized transport governance (Slovenia, Croatia, Hungary) the demand-oriented scheduling is the general practice, however in the countries with decentralized governance (Austria, Italy, Germany) the integrated periodic, supply-driven scheduling or a hybrid-mixed philosophy plays dominant role.
- Best practices showed that successful CB PSCs are based on 1) real CB travel demands 2) strong political support 3) stakeholder's involvement

Timetable harmonisation:

- Main barriers: Insufficient intermodal integration and the lack of the long distance and international services



TRANSNATIONAL STUDIES: (SOME) OUTCOMES

D.T1.2.14 TRANSNATIONAL STUDY ON MULTIMODAL INTEGRATED TARIFFS AND TICKETING

- In many CE regions **ticketing integration** has already been implemented (South Tyrol, Slovenia, Burgenland, Berlin-Brandenburg, Pilsen, FVG) the others plan to implement it.
- **Cross-border ticketing integration** has been implemented only in some cases (IT-A, D-PL, H-A) and also only partially.
- Use of **integrated ticketing systems is often limited**: confinement to the area (Pilsen, FVG), to selected tariff products or to specific ticket media holders (e-card).
- Cross-border integration is mostly limited to combined tickets where total price is calculated by summing prices based on separated national tariffs (South Tyrol to Austria, Berlin-Brandenburg to Poland).
- Most of the regions have at least partly implemented **e-ticketing or mobile ticketing** or are planning to do so - bringing experience for users and providers.



TRANSNATIONAL STUDIES: (SOME) OUTCOMES

D.T1.2.15 TRANSNATIONAL STUDY ON INFOMOBILITY SYSTEMS

- Strong heterogeneity of the areas, and as consequence the need of proposing tailored solution responding to each context in a different ways;
- Mobility Information Systems are important, but not sufficient to provide a good quality of the information: MISs are highly influenced by several **external themes** as the level of political collaboration, the technical feasibility, the availability of services, the organization of transport providers, the presence of integrated tariffs, the complexity of integrative tariff schemes, the specific needs of transboundary commuters;
- **Multimodal MISs** are sometimes available at a higher level, but mostly at the local one
- On-trip information is a weak point especially in those areas with widespread settlements rather than dense and metropolitan areas;
- MISs can play an important role to streamline and enhance PT in CB areas: political cooperation and agreements among transport operators is essential (Key role of EGCTs?)

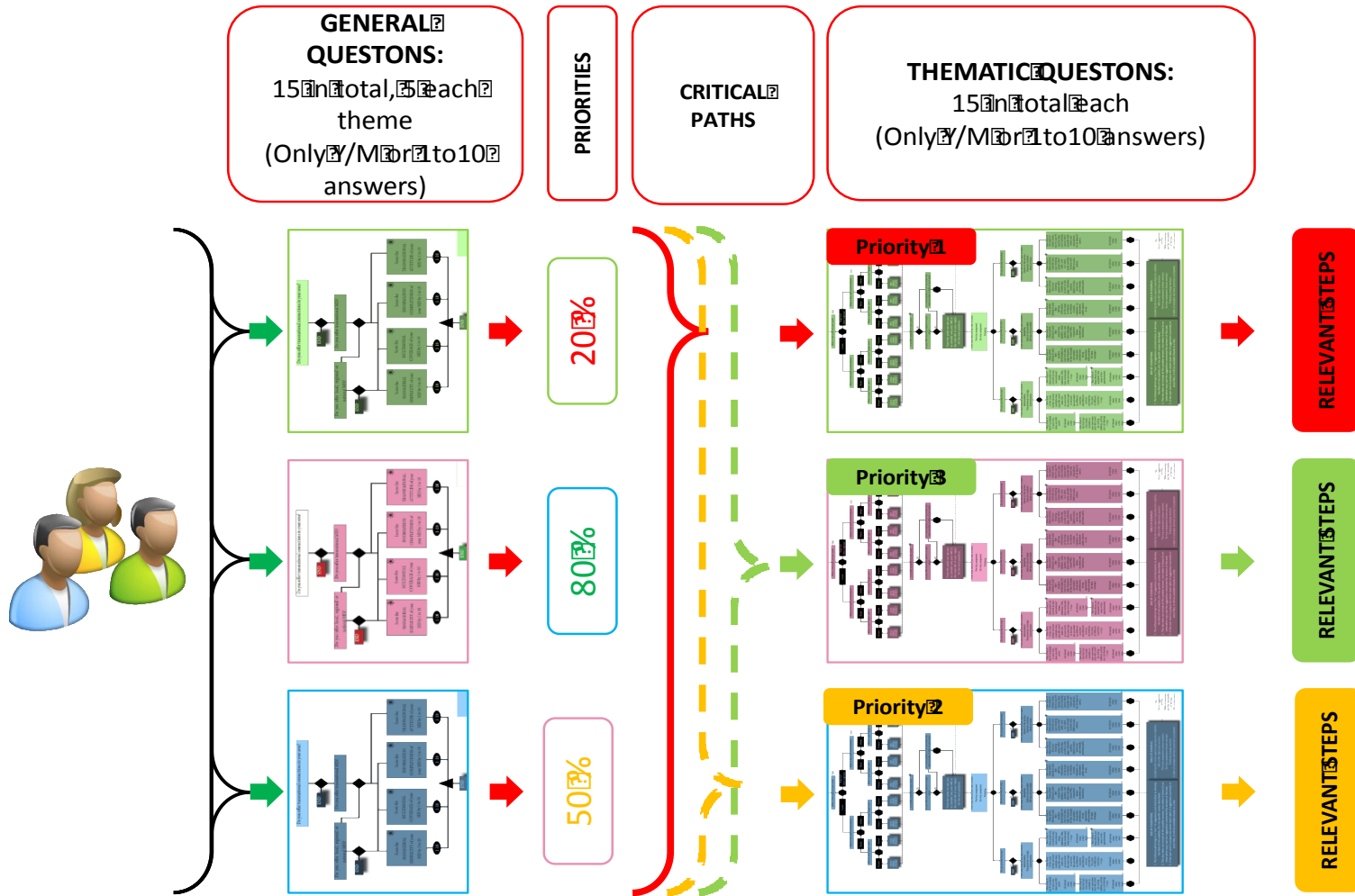


D.T1.3.3 TRANSNATIONAL TOOL FOR THE IMPROVEMENT OF REGIONAL/CROSS-BORDER RAILWAY AND PT CONNECTIONS
D.T1.3.4 TRANSNATIONAL TOOL FOR THE IMPLEMENTATION OF MULTIMODAL INTEGRATED TARIFF AND TICKETING SCHEMES
D.T1.3.5 TRANSNATIONAL TOOL FOR THE IMPLEMENTATION OF INFO MOBILITY SYSTEMS

- Based on the vast information gathered from PPs through the Territorial Needs Assessments and 3 transnational studies.
- Transnational tools aim to enhance public transport planning capacities among the stakeholders and decision-makers.
- Available in form of a web-based user-friendly platform (Eusurvey)
- Starts with a common set of general questions in order to properly identify the most problematic theme for the user and therefore addressing the following in depth analysis in one or more of the following thematic questionnaires.
- Each user should find the potential solution (based on best practices) in **how to set-up, run and efficiently operate** an attractive and competitive **cross-border public transport system**.



TRANSNATIONAL TOOLS




TRANSNATIONAL TOOLS

EU Survey All public surveys Login | Help

Save a backup on your local computer (disable if you are using a public/shared computer)

Transnational Tool

Fields marked with * are mandatory.



Transnational tools for fostering regional and cross-border passenger transport in the CE area

This tool has been elaborated as an output of the Interreg Central Europe Project CONNECT2CE, cofinanced by the European Regional Development Fund (ERDF)

Website: [CONNECT2CE](#)

Transnational tool - General questions

Do you offer cross-border public transport connections in your area?

Yes No

Do you have more than one public body act as a regional competent authority for ordering public transport?

Competent authority is the regional or municipal public body that is responsible for ordering public transport services in the area of research.
 Yes No

PSO and Timetable Harmonisation

	0	1	2	3	4	5	6	7	8	9
10	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How do you rate coordination between the bodies act as a regional competent authority? (0 non-existing 10 - Perfect, regular)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How do you rate your existing public transport planning capacities? (0- Bad - not enough persons/skills 10 - completely well & efficient working)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To what extent your multi-modal cross-border timetable offer reflects the real travel demand? (0= no service offer, 10= perfectly matching timetable offer)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have / plan more than one transport operator serving cross-border connections?

Yes No

Do you have any timetable or tariff interation for cross-border transport?

Views

Standard [Accessibility Mode](#)

Contact

connect2ce@outlook.com

https://ec.europa.eu/eusurvey/runner/CONNECT2CE_Transnational_tool



3 transnational tools

Will be tested in



8 pilot actions

Will serve as the basis for developing

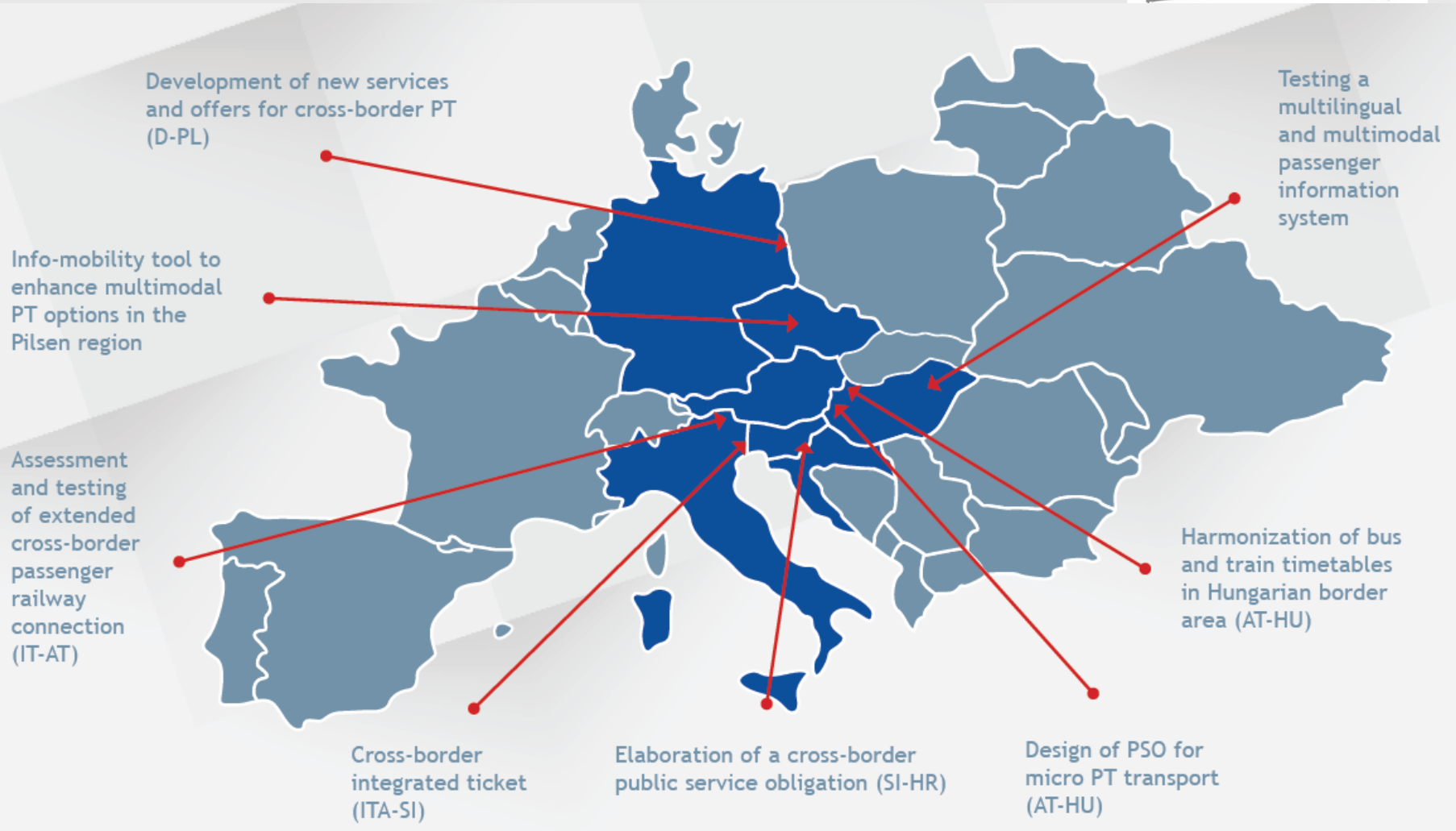


10 territorial strategies

Defined and adopted to influence regional and cross-border
accessibility in Central Europe.



NEXT STEPS - PILOT ACTIONS



THANK YOU FOR THE ATTENTION



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(LP CONNECT2CE project)



<http://www.interreg-central.eu/Content.Node/CONNECT2CE.html>



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CONNECT2CE Project

