Interreg CENTRAL EUROPE
European Union
European Regional
Development Fund
CONNECT2CE

TAKING **COOPERATION** FORWARD

EUSDR PA1b SC meeting (26 March 2019, Belgrade)

CONNECT2CE project

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URBANISATION

- In the **EU-28** 72% of the population lives in urban areas, with 40% living in large cities of over 200,000 residents.

- Urban areas characterized by:
    - increase of population (due to rural-urban migrations),
    - high concentrations of economic activity,
    - employment,
    - high infrastructure development,
    - services.

https://population.un.org/wup/ (UNDESA)
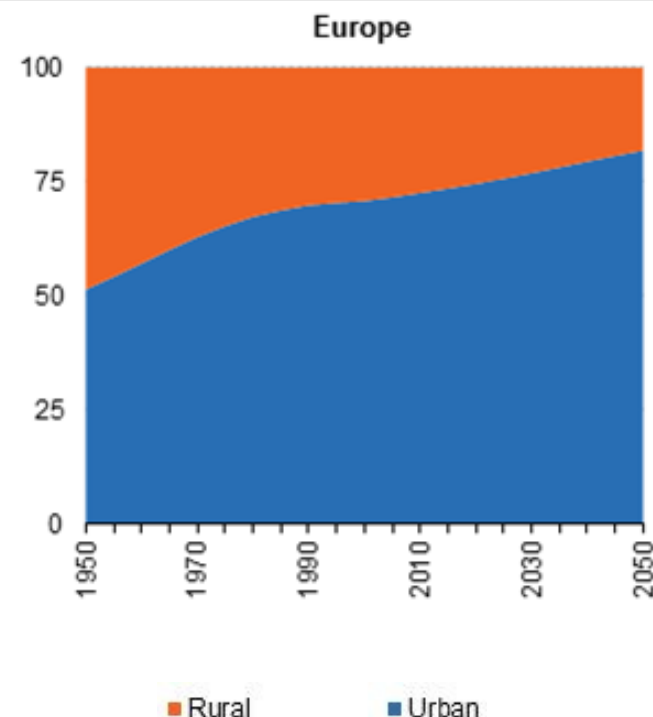
UNDESA: Share of urban and rural populations, 1950–2050 (% of total population)

Percentage of population in urban and rural areas
Italy
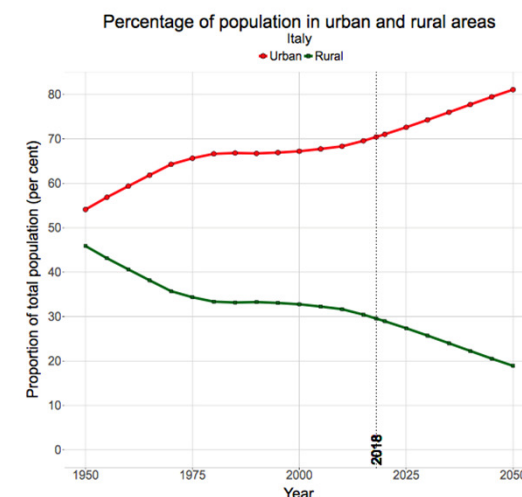
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DEPOPULATION

- Long-lasting phenomenon of urbanization is causing:
    - a decrease of rural population,
    - lower density and sparsely populated rural and peripheral areas.

- How to reduce this phenomenon of rural depopulation?
    - by improving infrastructures in rural/peripheral areas,
    - by improving services in these areas -> better quality of life for citizens living in these areas

    CONNECT2CE focuses on improving the efficiency of PT in these areas and the PT connections to urban areas (where main transport nodes are located).

CONNECT2CE – Improved rail connections and smart mobility in Central Europe

- **Partnership:** 13 PPs from 7 Central European countries
  (Italy, Slovenia, Austria, Germany, Croatia, Hungary, Czech Republic)

- **Duration:** 06/2017 - 05/2020

- **Budget:** 2,7 M €

Project background:

- Increase of urban population ⟶ 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 ⟶ car traffic, CO_2 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 Plan of Actions: 1) To improve the regional/local cross-border infrastructure and the access to rural areas; 2) To develop further nodal planning for multimodality; 3) To develop further ITS by using environmental-friendlytechnologies, especially in urban regions.

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-Bradenburg – 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 Bradenburg
- 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
- Slovenial 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

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 C-B areas

WORK PLAN

Territorial needs assessments, 3 transn.studies, training

8 Pilot Actions

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 MUILTIMODAL 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

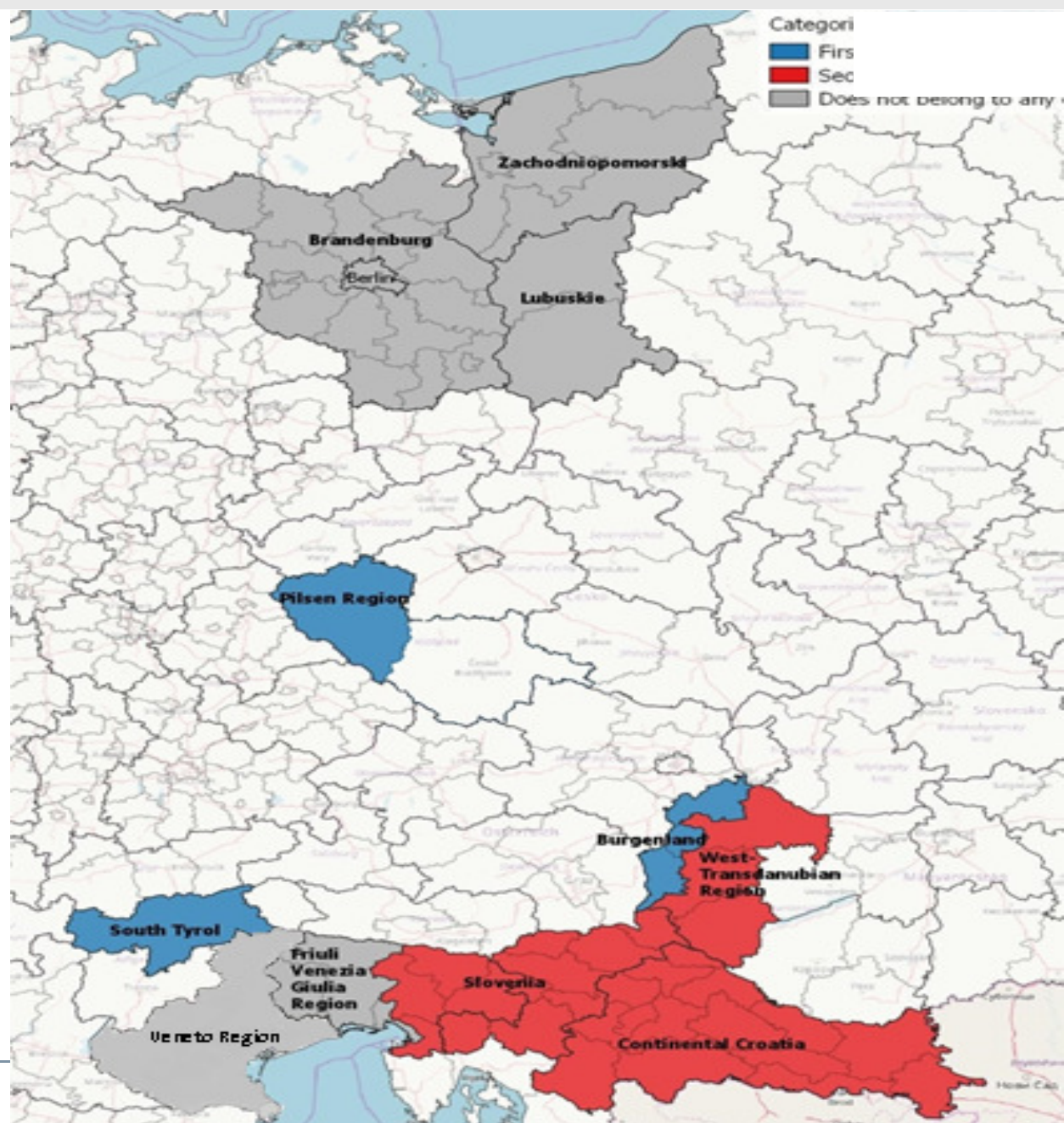3 TRANSNATIONAL TOOLBOXES
10 TERRITORIAL STRATEGIES

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 are published on project's website

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

TRANSNATIONAL TOOLS

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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

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

WPT2 - PILOT ACTIONS

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Development of new services and offers for cross-border PT (D-PL)

Info-mobility tool to enhance multimodal PT options in the Pilsen region

Assessment and testing of extended cross-border passenger railway connection (IT-AT)

Testing a multilingual and multimodal passenger information system

Harmonization of bus and train timetables in Hungarian border area (AT-HU)

Cross-border integrated ticket (ITA-SI)

Elaboration of a cross-border public service obligation (SI-HR)

Design of PSO for micro PT transport (AT-HU)

WPT2 PILOT ACTIONS – EUSDR AREA

PA8 — Testing a multilingual and multimodal passenger information system

Development of new services and offers for cross-border PT (D-PL)

PA7 — Info-mobility tool to enhance multimodal PT options in the Pilsen region

Assessment and testing of extended cross-border passenger railway connection (IT-AT)

PA3 — Harmonization of bus and train timetables in Hungarian border area (AT-HU)

PA2 — Cross-border integrated ticket (ITA-SI)

Elaboration of a cross-border public service obligation (SI-HR)

PA4 — Design of PSO for micro PT transport (AT-HU)

PA2: Cross-border PSO between HR and SI

HZPP+SZPP

- PA2 aims to enforce the cross-border relation between Croatia and Slovenia by developing a **study on a financial model for the introduction of a PSO** (for a transnational rail service connecting capitals). The study focuses on:

  1) the analysis of passenger train services between Slovenia and Croatia 2) the examination of requirements with regard to Public Service Obligation 3) the development of the financial model of PSC.
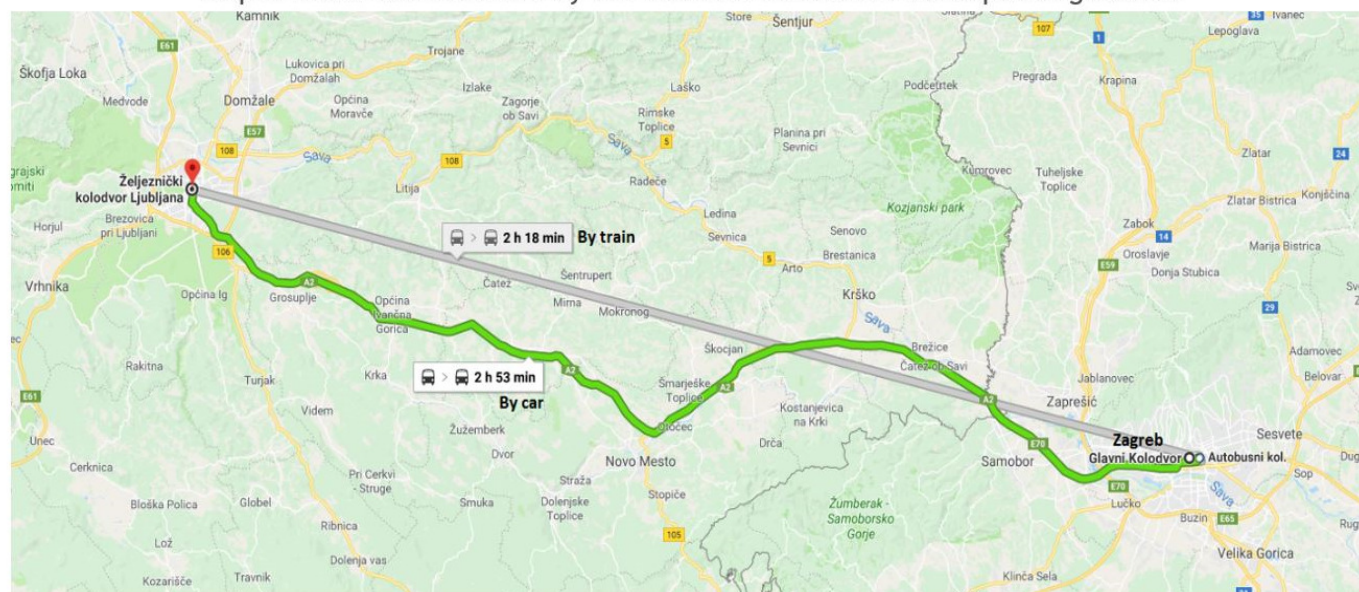
- It aims to offer a better service to final users and enhance the connections between peripheral areas and main nodes, attracting people to more sustainable modal choices.

Map of the area interested by the financial model and corresponding service

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KTI

PA3: Timetable harmonization between HU and AT (study)

- PA3 aims to harmonize timetables of bus and train services as relevant incentive for a modal shift towards PT choices.

- PA3 and PA4 share the same geographic area: the transnational region including Western Hungary (especially the Vas County) and the region of Burgenland (AT). Both PAs aim to enforce this area lacking of cross-border connections, since between Szentgotthárd and Sopron (ca 100 km) no rail connection is provided.

ANNEX 1
Map of current bus connections and bus/train nodes.

ANNEX 2
Map of the area involved in the harmonization process.
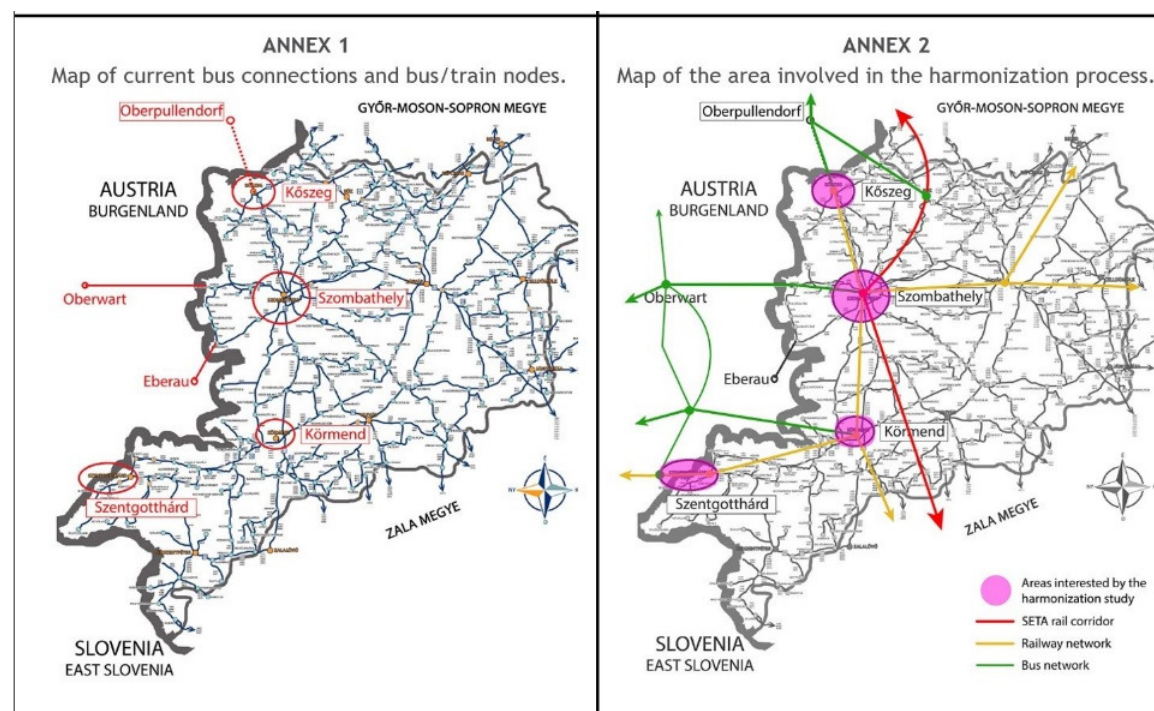
PA4: **2 new transboundary bus services connecting Austria and Hungary**

- Development of a feasibility study for the introduction of 2 cross-border bus services:
  - 1) between Graz and Szombathely via Oberwart,
  - 2) between Graz and Körmend via Fürstenfeld.

- These lines, together with other planned improvements, are expected to enforce the relations between these bordering areas and the SETA rail corridor connecting Vienna and Zagreb.

ANNEX 1
Map of the current PT connections.

ANNEX 2
Map of the future improved network. The PA4 interventions are marked in pink colour.

Pilot Action nr. 4
Two new cross border buslines
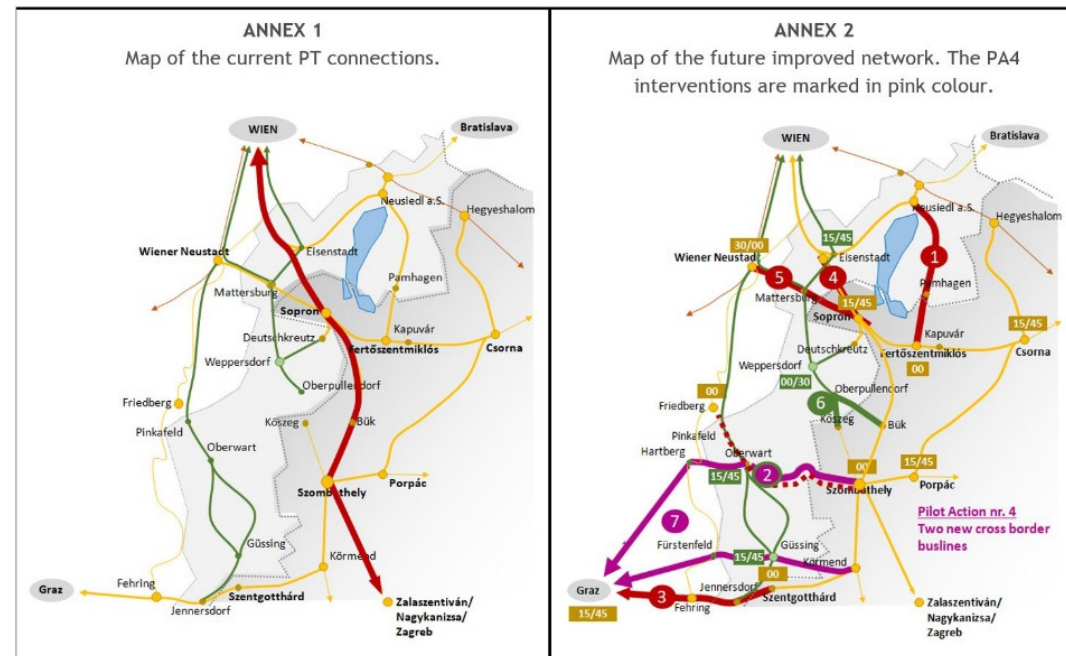
PA7: Tariff and informative integration in Plzen region

- PA deals with the peripheral area of the Czech region of Plzen, working on the introduction of an **info-mobility tool** to inform customers about available fares and prices.

- This tool is expected to be completed by the extension of the regional integrated PT system to its bordering and remote areas (e.g. Klatovy and Domažlice).

ANNEX 1
Map of the fare and timetable integration in the Plzen region at the starting point

Integrovaná doprava Plzeňska
At the beginning of the project

CZECH REPUBLIC

Domažlice
Klatovy

GERMANY

A. The main national info-mobility system IDOS provides just information's about the connections and not about fares.
B. Just partial information about the fare and discount system. No info-mobility tool for comparison of the prices.

ANNEX 2
Map of the expected fare and timetable integration in the Plzen region

Integrovaná doprava Plzeňska
Final situation

CZECH REPUBLIC

Domažlice
Klatovy

GERMANY

A. Integration and improvement of PT in the border areas. Info-mobility tool updated to provide info also about prices of fares.
B. New info-mobility system regarding fares. Functional supplement of the info-mobility application IDOS.

GySEV

PA8: Integrated multi-language and multimodal information-system in Western Hungary

- It focuses on two info-mobility tools:
    - a call centre service covering strategical cross-border nodes and
    - a multilingual and multimodal informative monitors to be installed in strategical station of the network
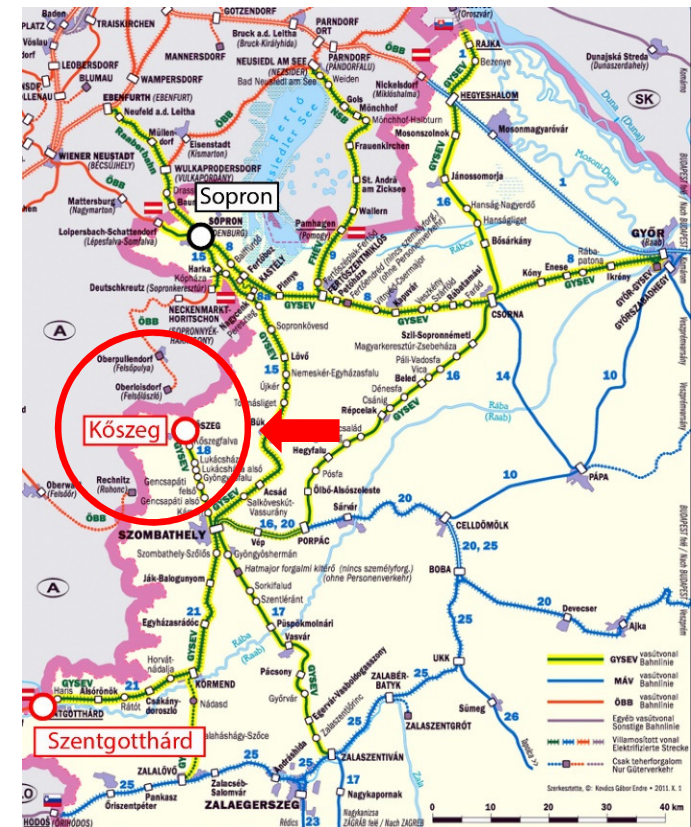
PA6: Cross-border integrated ticket Trieste-Ljubljana (IT-SI)

CEI

- Introduces better integration of the multimodal connection bus-train between Trieste (IT) and Ljubljana (SI) through the development of a new **integrated multimodal and cross-border ticket**.

- Facilitating cross-border travelling and providing better connectivity between Trieste and Ljubljana.

- Launched in March 2019 (will be tested for 6 months)

- Synergies with Interreg Italy Slovenia Strategic Project „CROSSMOBY" (direct experimental train Udine-Trieste-Ljubljana)

PA6: Cross-border integrated ticket Trieste-Ljubljana (IT-SI)   CEI

- **Key Steps:**

a) Road works in Villa Opicina station -> Bus service re-activated

b) Strong involvement of local stakeholders (Region FVG, RFI, Trenitalia, Trieste Trasporti, Municipality of Trieste, …)

c) Analysis of technical, operational, fiscal, administrative and legal issues to finalize the cross border agreement between the two operators Trieste Trasporti and Slovenian railways (fares, reductions, revenues, clearing,…) – agreement signed on 14th February 2019, tariff adopted on 22nd February.

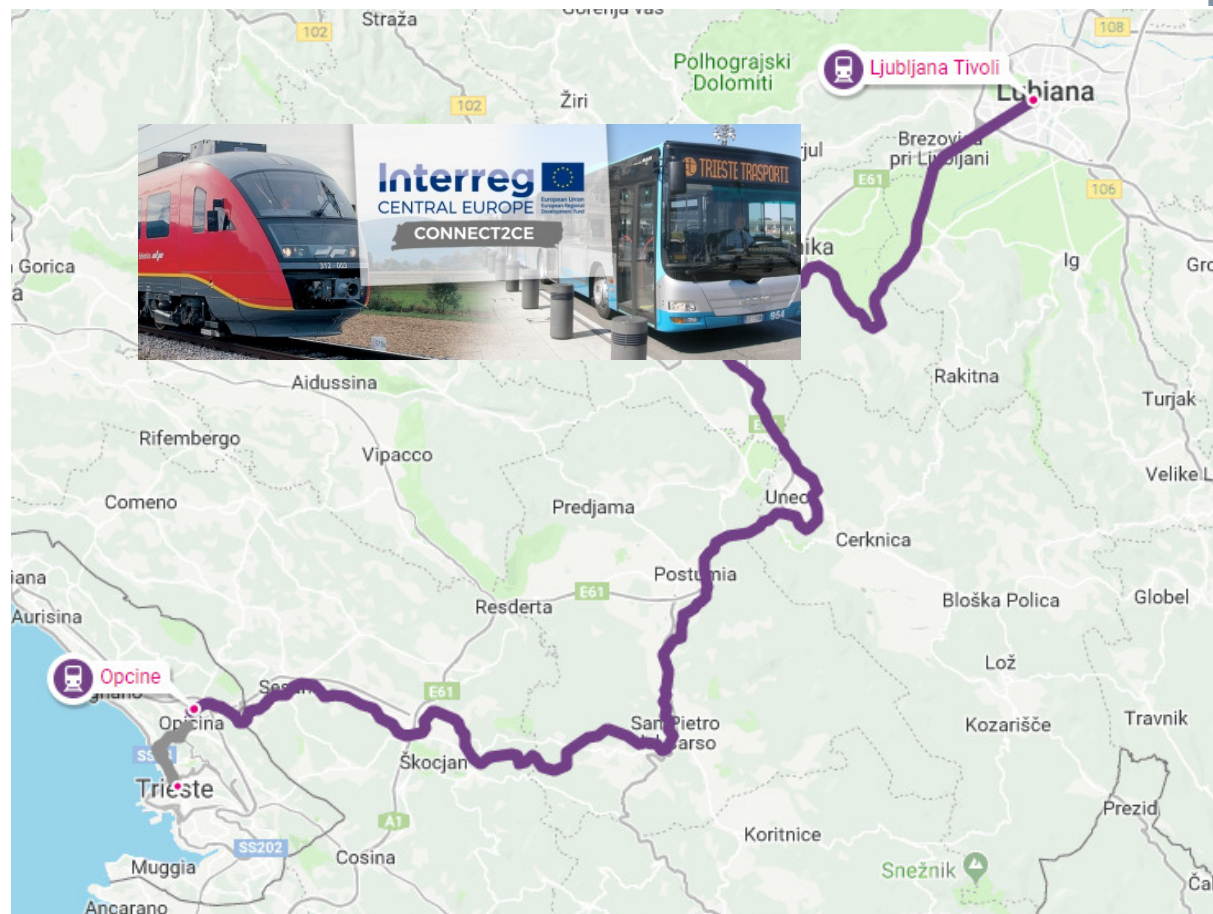**ROADMAP FOR CROSS BORDER INTEGRATED TICKET**
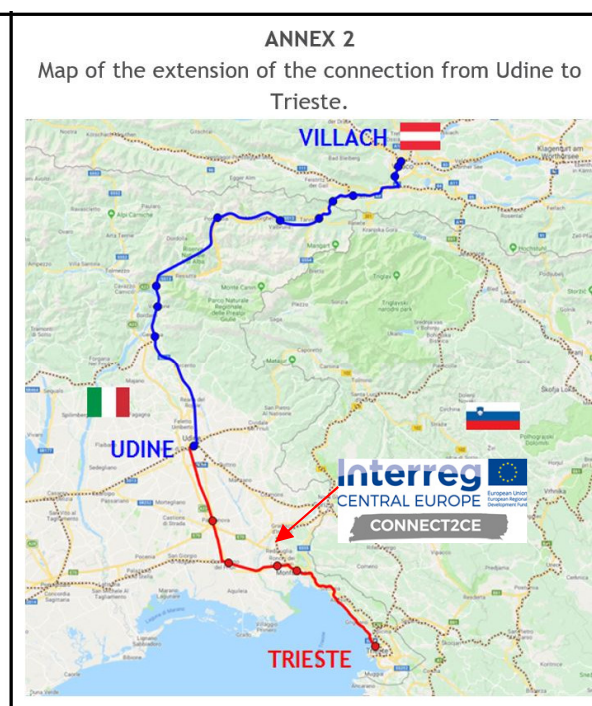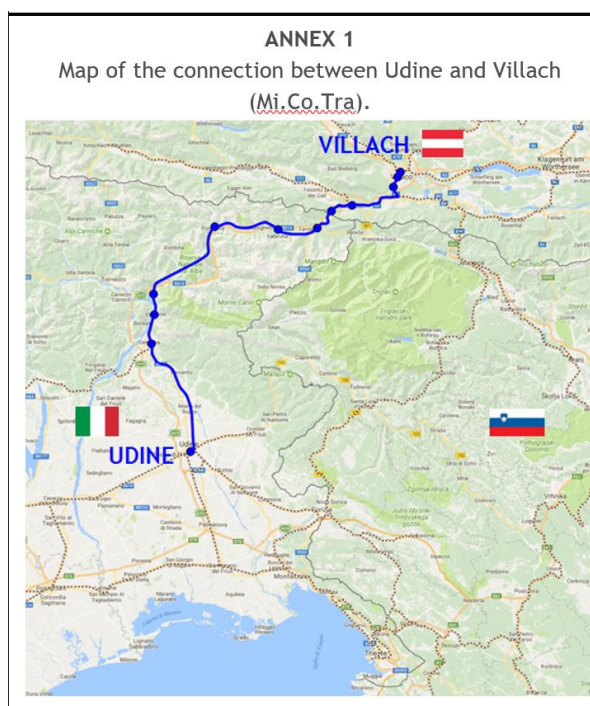
PA1: MICOTRA train connection between Villach and Trieste (AT-IT)   FUC

- Introduces an extension to Trieste of the AT-IT cross-border train connection Villach-Udine, in order to promote sustainable mobility for tourism during weekends and festivities.

- 2 trains per day in each direction, active on Saturdays, Sundays and public holidays, both Austrian and Italian.

- This train has 2 passengers carriages and one carriage for storing up to more than 100 bikes.

- Testing period 6.2018-6.2019.
  RECENTLY EXTENDED TO 12.2020!

ANNEX 1
Map of the connection between Udine and Villach (Mi.Co.Tra).

ANNEX 2
Map of the extension of the connection from Udine to Trieste.

10 TERRITORIAL STRATEGIES

The results of the project will be embedded in 10 territorial strategies, drafted by each project territory, for the improvement of regional and cross-border accessibility in Central Europe. Strategies are to be taken up by the project partners and key regional/national stakeholders beyond the project duration, through the establishment of a permanent cooperation forum.

OBJECTIVE

Creating a long-term governance coordination network between relevant and competent public entities for the harmonisation of mobility strategies in peripheral and cross-border CE regions.

CONNECT2CE & EUSDR

CONNECT2CE will support the implementation of EUSDR, in particular the following actions:

1) To improve the regional/local cross-border infrastructure and the <u>access to rural areas</u>;

2) To develop further nodal planning for <u>multimodality</u>;

3) To <u>develop further ITS</u> by using environment-friendly technologies, especially in urban regions.

THANK YOU FOR THE ATTENTION

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

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