

TAKING  
**COOPERATION**  
FORWARD

📍 EUSALP AG4 - 10th Action Group Meeting (18-19 March 2019)

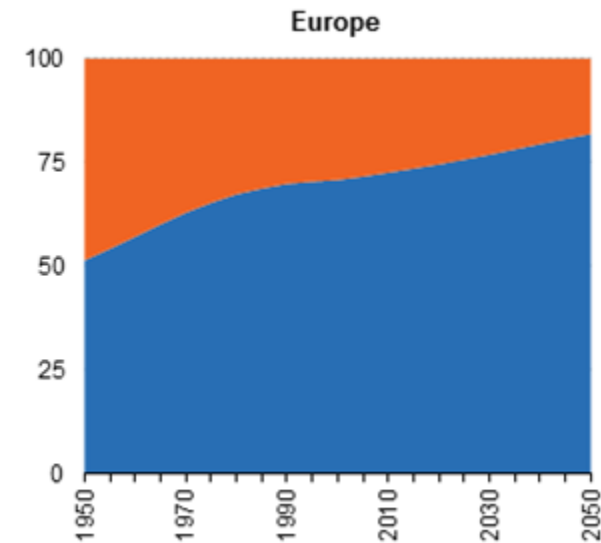
💬 **CONNECT2CE project**

👤 Paolo Dileo, Central European Initiative - Executive Secretariat

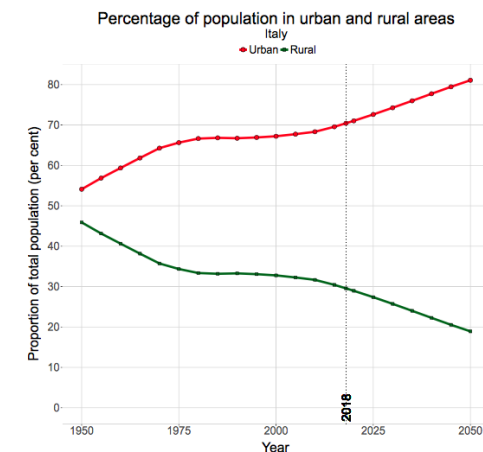
# URBANISATION

- The **world's** urban population in 2014 accounted for 54% of the total global population
- 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)



- 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, 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)*

**EUSALP objective 2 - Connectivity for all: in search of a balanced territorial development through environmentally friendly mobility patterns, transports systems and communication services and infrastructures.**



# 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 I.I.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



## 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

## 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



8 Pilot Actions

## 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

TAKING COOPERATION FORWARD

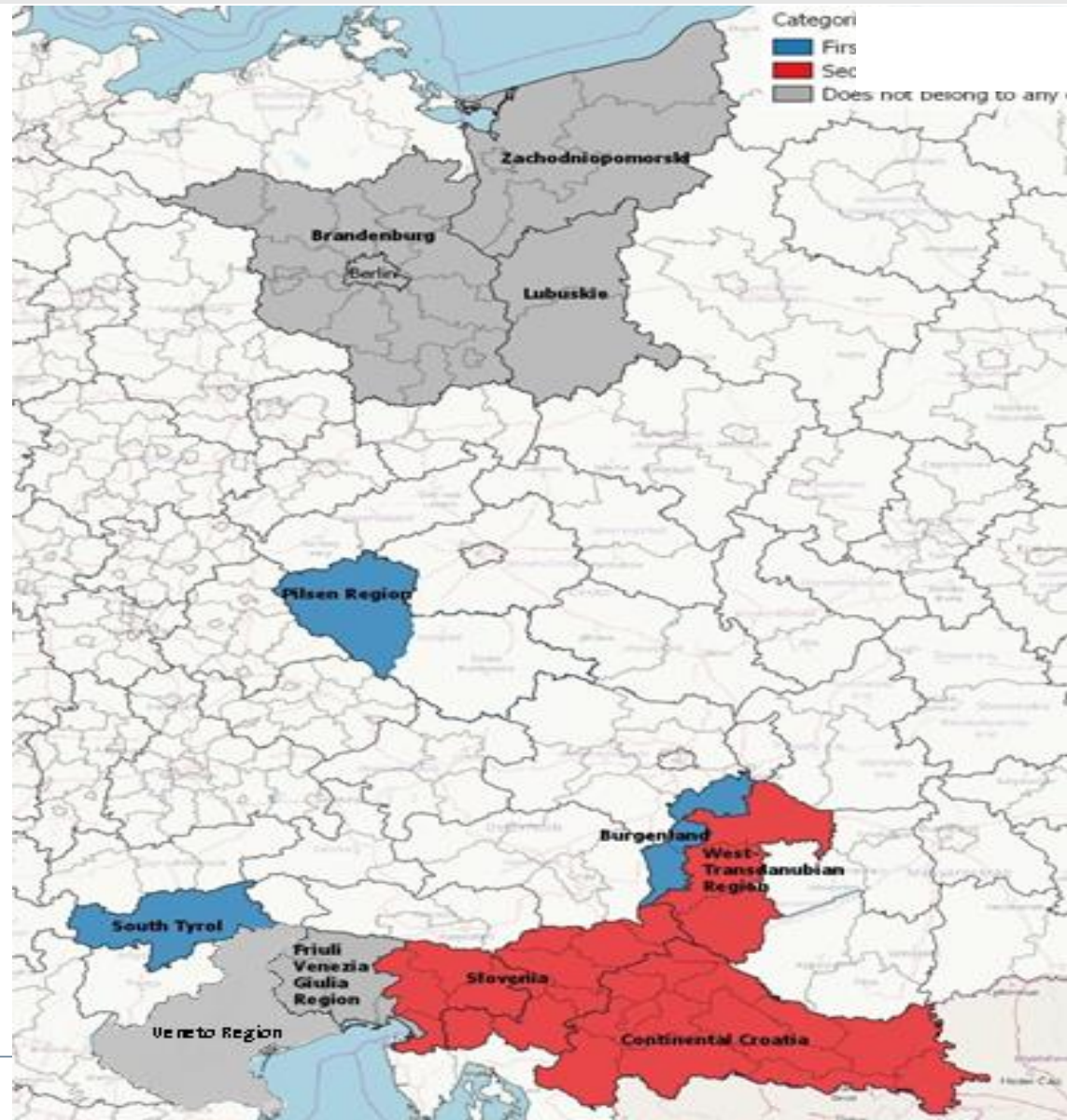


# TERRITORIAL NEEDS ASSESSMENT

- 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>



**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

EU5urvey 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 personal 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?

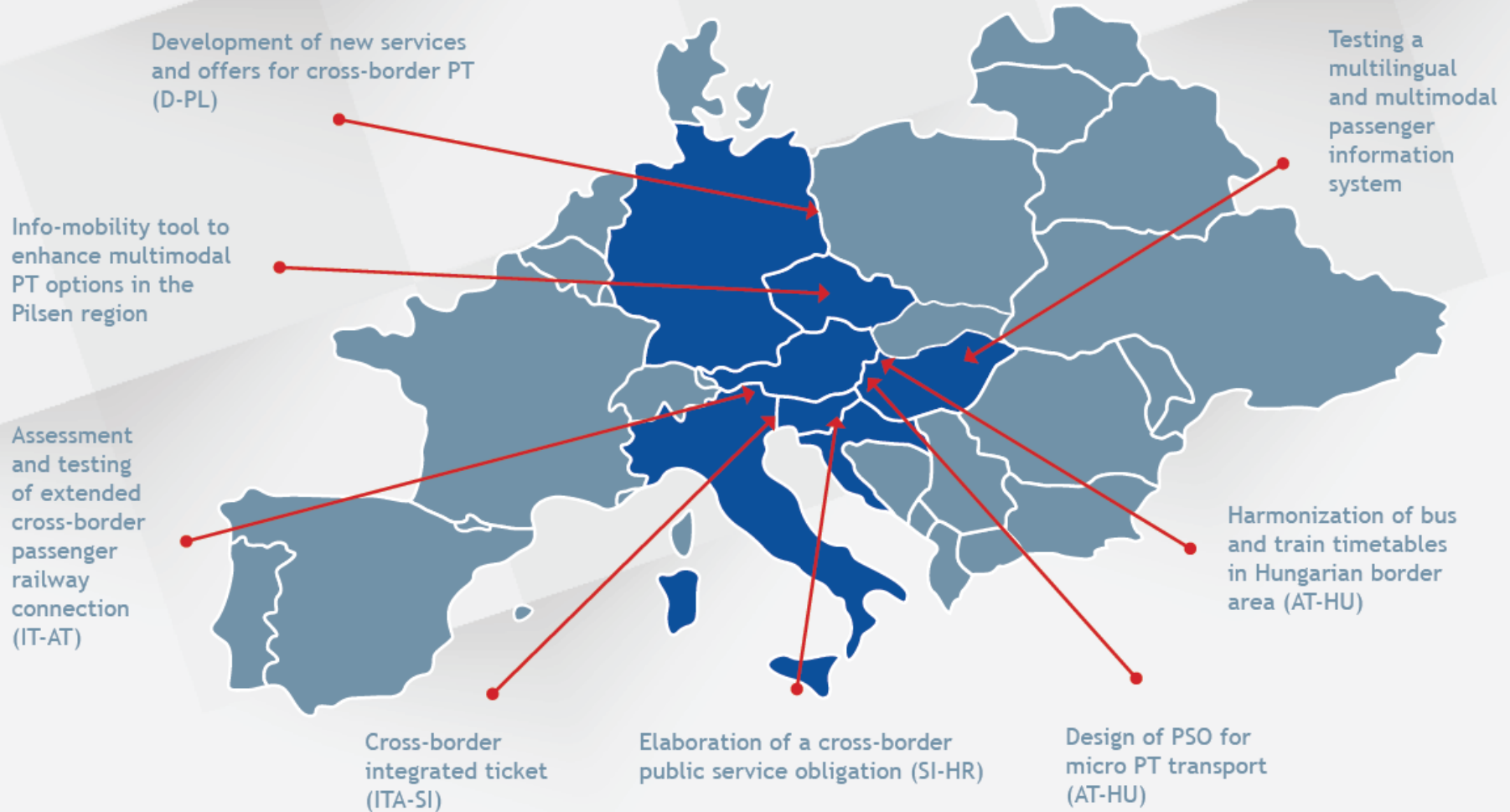
☐ Yes ☐ No

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

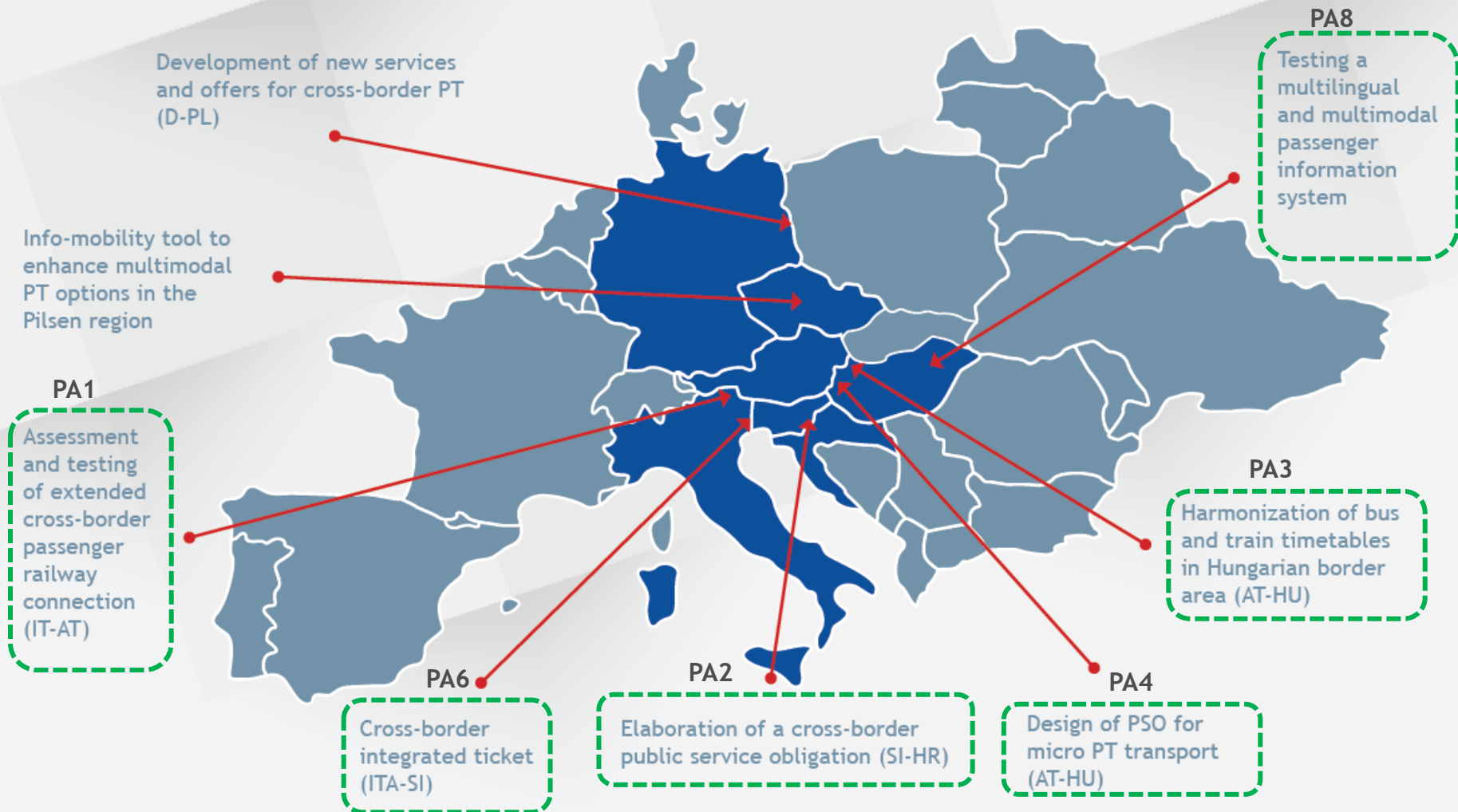
[https://ec.europa.eu/eusurvey/runner/CONNECT2CE\\_Transnational\\_tool](https://ec.europa.eu/eusurvey/runner/CONNECT2CE_Transnational_tool)



# WPT2 - PILOT ACTIONS



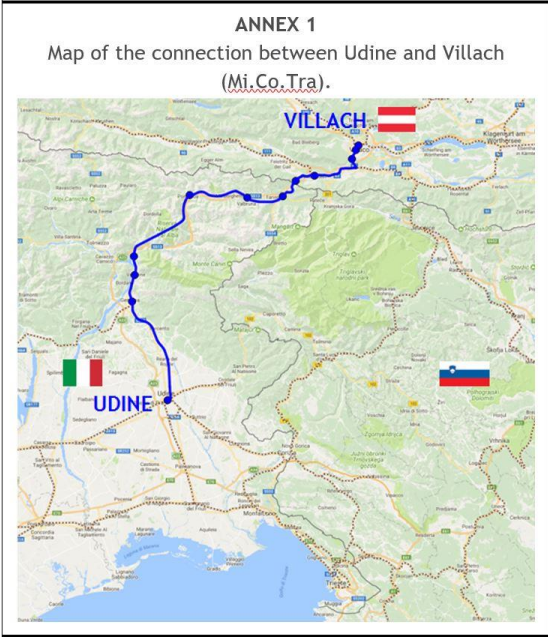
# WPT2 PILOT ACTIONS - EUSALP AREA





## PA1: MICOTRA train connection between Villach and Trieste (AT-IT)

- 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!**

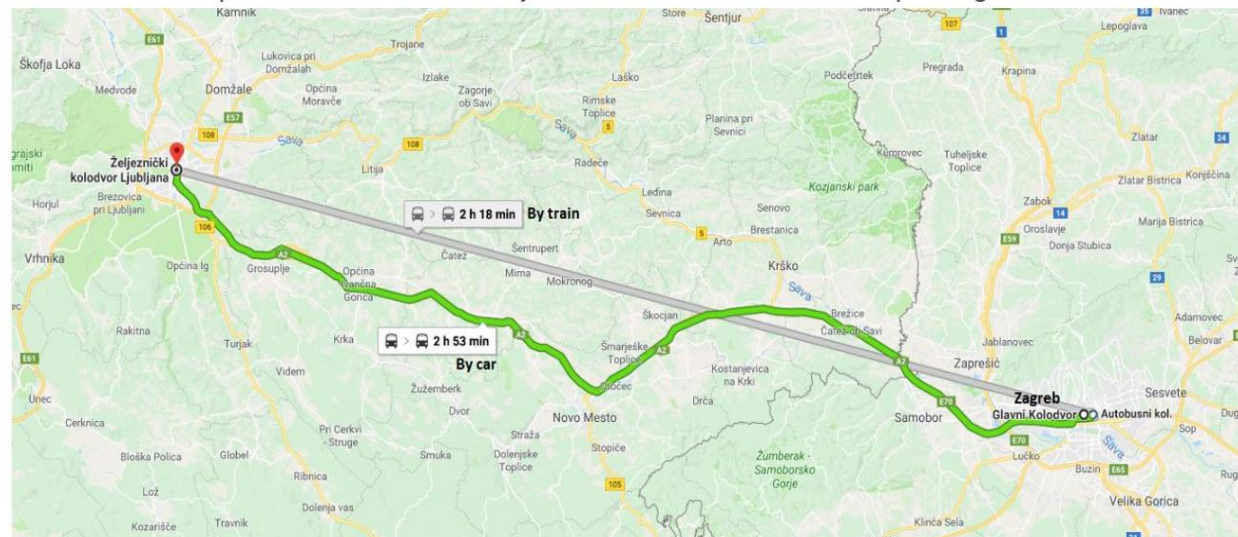


## PA2: Cross-border PSO between HR and SI

HZPP+SZPP

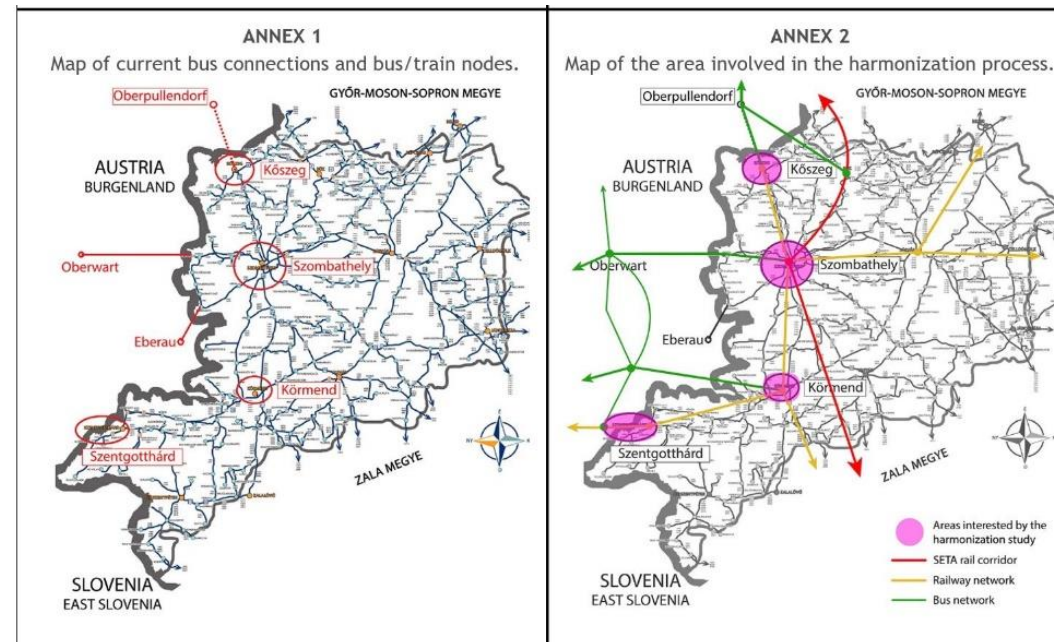
- PA2 aims to enforce the cross-border relation between Croatia and Slovenia by developing a **study on a financial model for the introduction of a PSO** (for a transnational rail service connecting capitals). The study focuses on:  
1) the analysis of passenger train services between Slovenia and Croatia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



## 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.

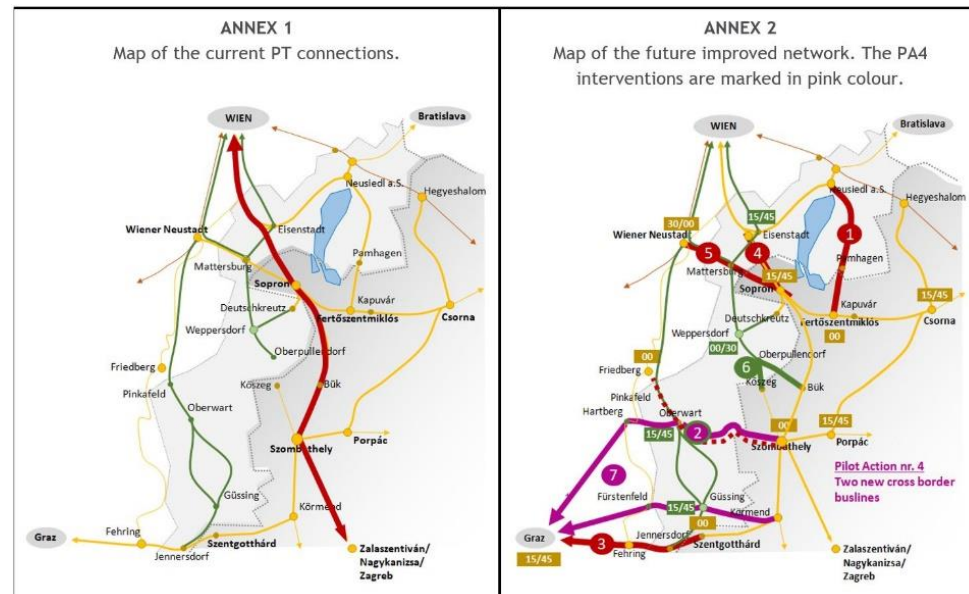




## PA4: 2 new transboundary bus services connecting Austria and Hungary

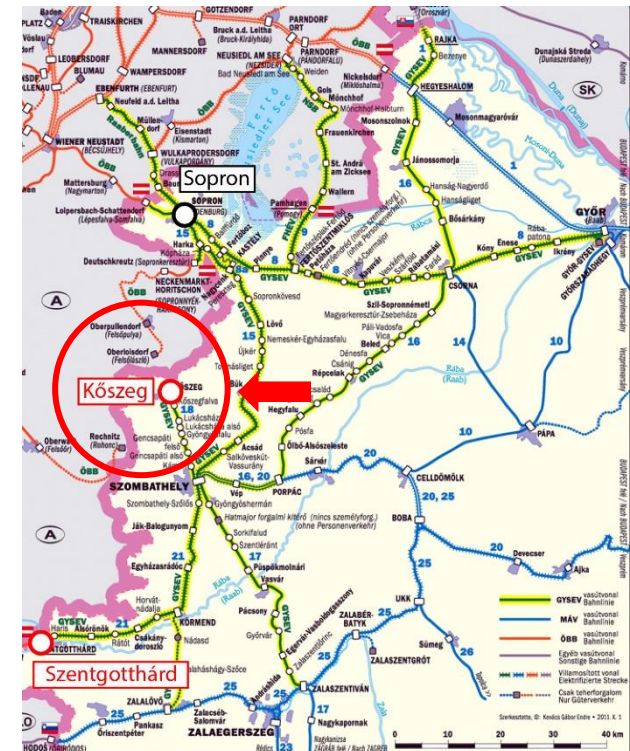
- Development of a feasibility study for the introduction of 2 cross-border bus services:
  - 1) between Graz and Szombathely via Oberwart,
  - 2) between Graz and Körmend via Fürstenfeld.

- 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.



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

- It focuses on two info-mobility tools:
  - a call centre service covering strategic cross-border nodes and
  - a multilingual and multimodal informative monitors to be installed in strategic 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)



# PILOT ACTIONS - EUSALP AREA

PA 6 - Villa Opicina station: as it looked before the start of the works (July 2017)

## INFO FOR TRAVELLERS COMING FROM LJUBLJANA

There are no trains that continue to Trieste; to get into town you should use the tramway, bus or taxi. You can call a taxi using the telephone number +39040307730.

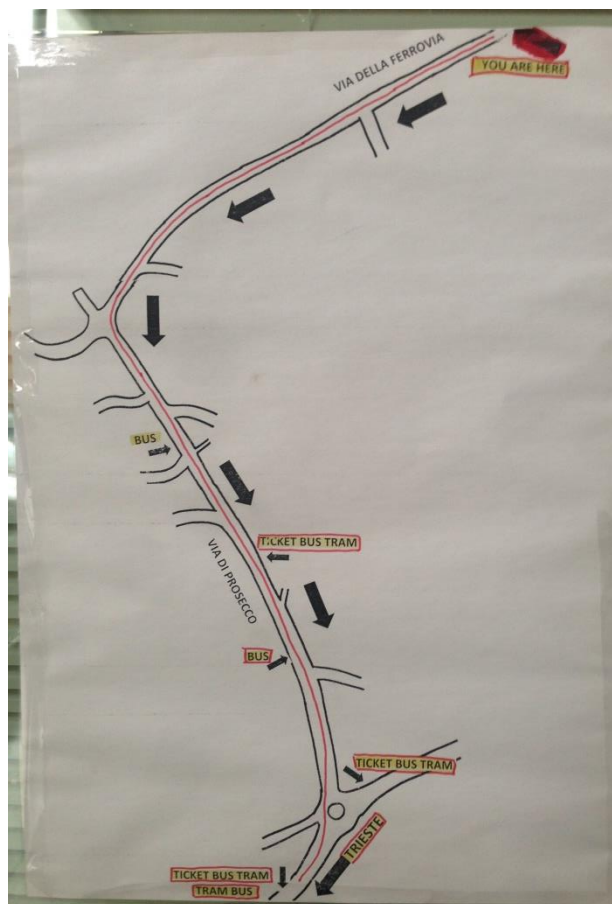
To get to the tramway (line # 2) or bus (line # 4) you have to walk to the center of Opicina (10 minutes, red route on the map); before you get on board you must buy a ticket.

## INFO PER I VIAGGIATORI IN ARRIVO DA LUBIANA

Non ci sono treni che proseguono per Trieste; per arrivare in città occorre usare il tram, l'autobus oppure il taxi.

Per chiamare il taxi telefonare al n° +39040307730.

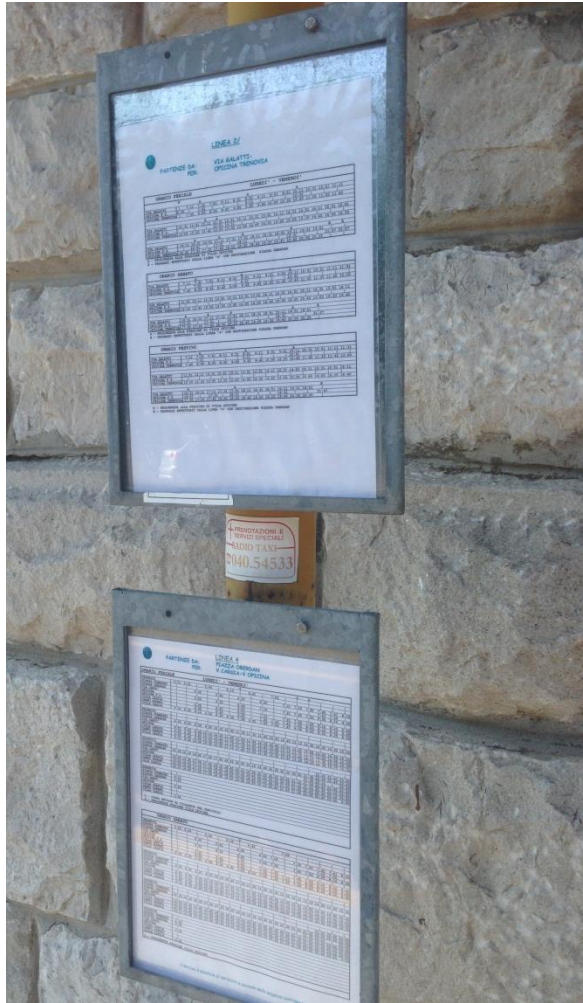
Per arrivare al tram (linea n° 2) o al bus (linea n° 4) occorre raggiungere a piedi il centro di Opicina (10 min., percorso rosso sulla mappa); prima di salire a bordo occorre acquistare il biglietto





# PILOT ACTIONS - EUSALP AREA

PA6. Villa Opicina station: as the road access and the reactivated bus stop look now



## 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 14<sup>th</sup> February 2019, tariff adopted on 22<sup>nd</sup> February.

## ROADMAP FOR CROSS BORDER INTEGRATED TICKET





# PILOT ACTIONS - EUSALP AREA

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

CEI



<https://eshop.sz.si/c2c>



TAKING COOPERATION FORWARD

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## 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 will support the implementation of EUSALP, in particular the following actions:

- 1) To promote inter-modality and interoperability in passenger (and freight) transport. Example: Coordination of local and regional transport planning at macro-regional level (*Action 4, EUSALP Action Plan*);
- 2) To connect people electronically and promote accessibility to public services. Example: Develop ITS interconnecting modes and devices (*Action 5, EUSALP Action Plan*);



# THANK YOU FOR THE ATTENTION



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



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CONNECT2CE Project

