Inter-Connect Project

Activity T1.2.1
Best practices on intermodal promotion and rail reform

Adriatic-Ionian Programme INTERREG V-B Transnational 2014-2020

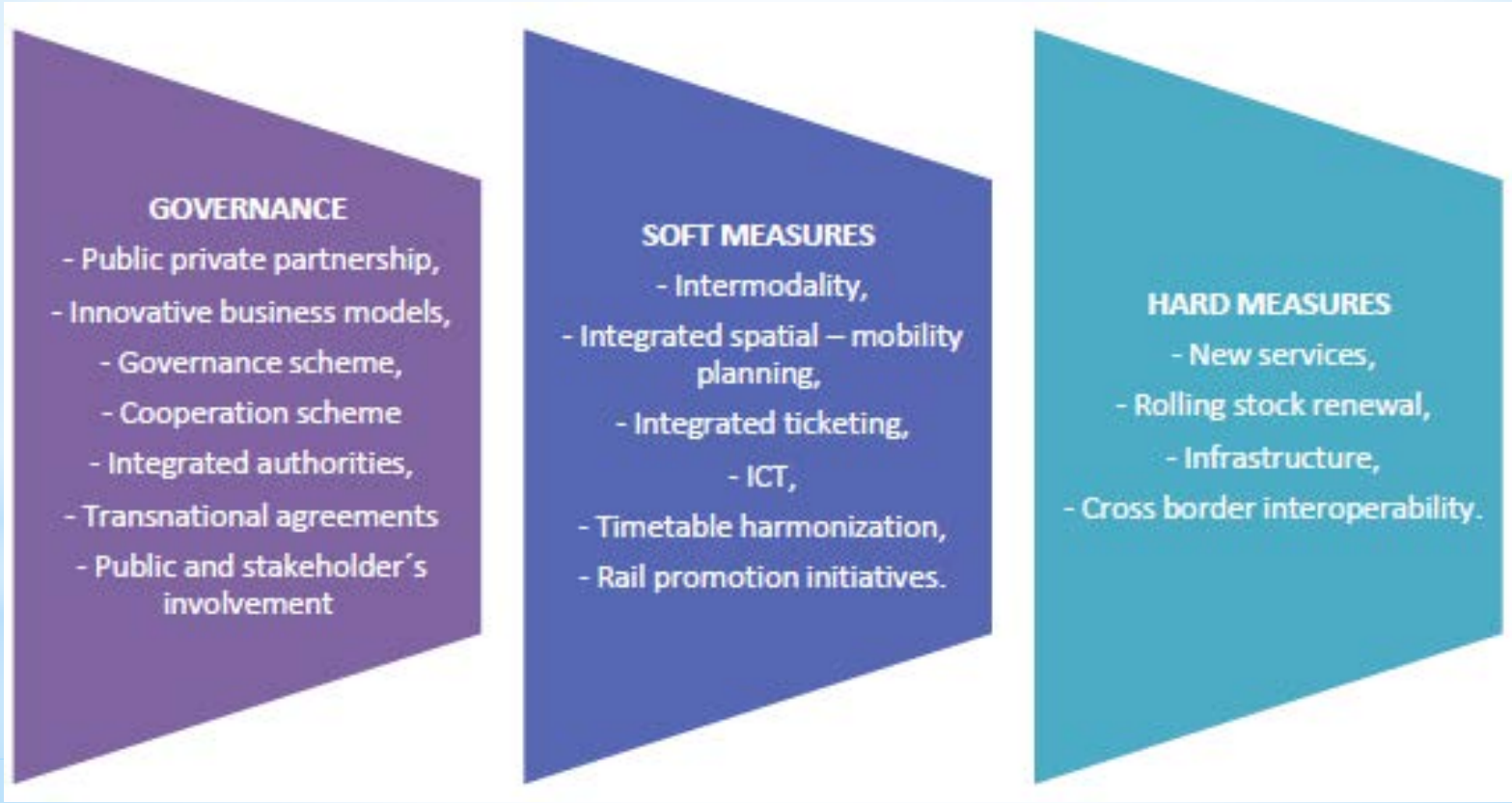
First Call for Proposal

Scope of Action 1.2.1.

Concentrates on experiences, good practice analysis inside the partnership that have invested in intramodality and rail revitalization

Main result of deliverable is to present and benchmark the effective interventions from the international experience

3 major groups of best practices identified



Summary of best practices reported

Good practices presented briefly by partners mostly include:

* rail promotion initiatives;
* governance schemes and
* intermodality rail – bus

Majority (4 of 7) presented also good practices with elements of:

* cross border cooperation,
* integrated ticketing,
* integrated authorities,
* intermodality rail – car,
* intermodality rail – bicycle,
* new services and
* changing travel behaviour

Few good practices with elements of:

* transnational agreements,
* intermodality rail – port,
* timetable harmonization,
* cross border interoperability,
* ICT and
* public and stakeholders´ involvement

Lack of good practices in:

* implementing innovative business models,
* private public partnership,
* intermodality (rail - demand responsive transport),
* integrated spatial - mobility planning (transit oriented) development

Best practices from the Greek experience - Easytrip platform

The platform (web-based and apps) aims to encourage public transport trips made by tourists by providing them the relevant information

* Designed to provide effective, timely and accurate information to support more efficient traveller decisions and system objectives
* Provided in Greek, Bulgarian and English languages

Information Services

* Public Transport Information Service
* Points of Interest (Places) Information Service
* Offers Information Service
* Traffic Information service
* Parking Information Service
* Environmental Information service
* Touristic Routes Information Service
* Road Safety Information Service
* Weather Information Service

Routing Services

* Car Routing Service
* Public Transport (multimodal) Routing Service

Best practices from the Greek experience - Easytrip platform

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Social benefits

* Improvement of traffic conditions and shift to public transport means
* Reduction of travel time by providing real time traffic information
* Reduction of environmental pollution
* Improvement of road safety
* Promotion of the cooperation between local public and private authorities
* Promotion of the culture and history of the participating in EasyTrip locations
* Equal opportunities for development through e-promotion for all the commercial enterprises

Financial benefits

* Increase of tourism demand
* Strengthening of the local economy through tourism and commerce
* Better coordination of investments for development of tourism services under the specific requirements that will be recorded from the users of the platform

Best practices from the Greek experience - Easytrip platform

Challenges and barriers

* The main problem for the implementation of the transport information services is the need for complete, updated and detailed data
* Another challenge of the development was also associated with data management and processing

Factors of success

* Involvement of local public authorities that are the decision makers
* Effective cooperation with a research institute able to develop and maintain the web services

Recommendations, transferability

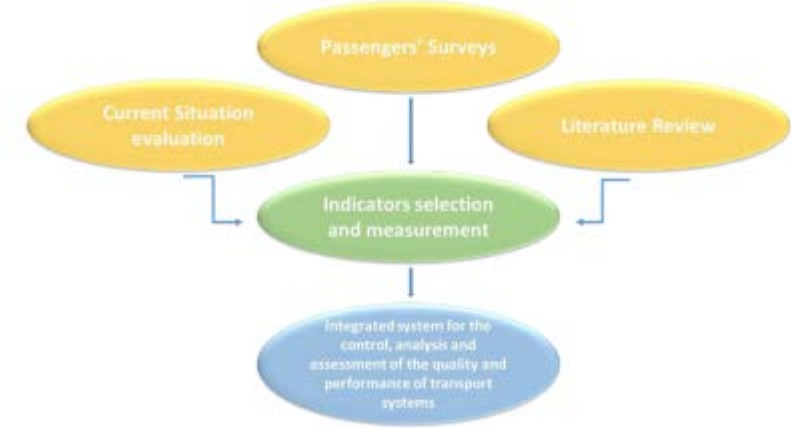
* Services extension for covering new areas is feasible
* Close and long-term cooperation between local stakeholders, public transport systems operators, the market representatives and all other interested parties must be achieved

Best practices from the Greek experience

Integrated methodologies and systems for the control, analysis and assessment of the quality and performance of transport systems and services provided by transport operators in the passenger transport sector

Final selection of indicators considered the following parameters:

* Users' needs and rating for specific criteria (significance)
* Transport provider business model
* Methodologies and benchmarks from the international experience



Methodological steps followed

Best practices from the Greek experience

Challenges and barriers

* The validity of data collection from users' and from the transport provider(s) involved is of crucial importance for deriving correct decisions

Factors of success

* A monitoring and control system that depends on correct data feeding

Recommendations, transferability

* Easily transferable given small necessary modifications according to the legal structures and the business models of the transport providers

Best practices from the Italian experience - MICOTRA TRAIN

Micotra train was launched on 2012 as an experimental railway connection between the cities of Villach (Austria - Land Carinthia) and Udine (Italy – Friuli Venezia Giulia Region)

* Financed under the Interreg IV Italy-Austria Programme 2007-2013
* Project successfully aimed at promoting a modal shift from road to rail and, moreover, has led to an important increase in sustainable mobility and a reduction in CO2 emissions
* Involved stakeholders decided to confirm the railway service with regional funds even after the end of the project

Best practices from the Italian experience - MICOTRA TRAIN

Challenges and barriers

* Main obstacle was the need to set up a train operated with rolling stock and staff from two different operators
* Operators had to find agreements on train paths, timetables, tariffs
* How to allocate revenues, manage responsibilities and how to deal with potential accidents and irregularities on both CB sides (Italy and Austria)

Factors of success

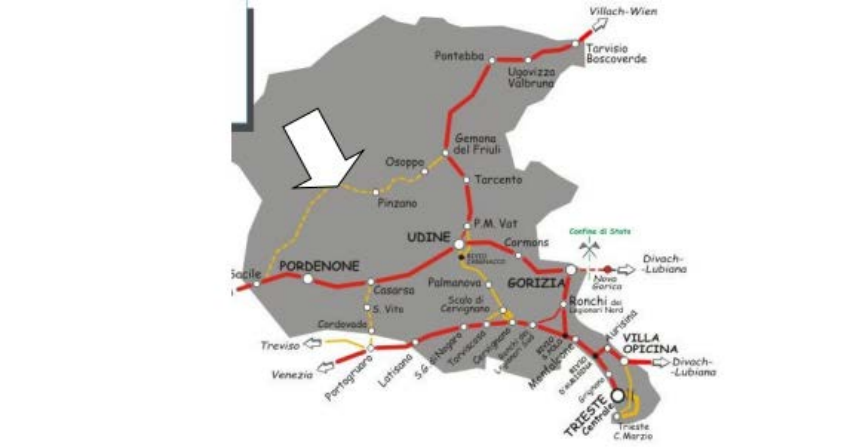
* Good cooperation between key stakeholders
* Strong synergies with the Alpe Adria Cycle route
* Excellent passengers' flows
* Positive touristic impact on both regions

Recommendations, transferability

* Can be considered as a successful roadmap
* Key factors that have to be taken into consideration when setting up a cross border rail connection

Best practices from the Italian experience - Gemona Sacile railway line

The Gemona del Friuli-Sacile railway is a railway line operated by RFI using railway lines built at different times: the Sacile-Pinzano line (1930) and Gemona-Casarsa line (1914)



* Important connection for commuters of the foothill areas of Pinzano, Maniago and Sacile
* In 2012 a landslide provoked severely damages to the line and, for this reason, the Sacile-Gemona railway was closed
* Importance of this railway service for the population living in the area
* local committee was created in order to promote the revitalization of the railway line

Best practices from the Italian experience - MICOTRA TRAIN

Factors of success

* Strong involvement of local authorities (municipalities) and population
* High demand
* Great potential of the area in terms of touristic attractiveness

Recommendations, transferability

* The Region FVG is planning to extend this best practice to the revitalization of other “minor” railway lines (mainly for touristic purposes)

Best practices from the Italian experience - Mi Muovo Emilia-Romagna Region integrated ticketing system

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Mi Muovo is a single, integrated travel card for regional public transport available to residents of Emilia-Romagna Region

* Regional integrated fare (bus plus train) with a new system based on areas (zones) to be crossed
* Allows access to different transport and mobility services, and to electric recharge points for e–vehicles
* Potentially extended to all the mobility services, so to improve the implementation of an integrated transport policy at regional scale

Best practices from the Italian experience - Mi Muovo

Challenges and barriers

* Regional scale
* Change over from a kilometer fare system to a zone one
* Undifferentiated transport use
* Difficulties in coordinating different public transport operators
* Costs of the initiative

Factors of success

* An integration of transport modes, fares, payment systems, different local transport management schemes;
* Strong commitment of Emilia-Romagna Region
* Public transport fare discounts for Mi Muovo owners

Recommendations, transferability

* Such initiative requires a strong political commitment at regional level
* All the technologies and solutions adopted for the implementation of Mi Muovo initiative are transferable

Best practices from the Slovenian experience - Slovenian railways heritage train

Slovenian Railways Heritage Train made its inaugural journey in 1986 when the tourist agency Slovenijaturist organized the first sightseeing journey down the Bohinj railway line

Best practices from the Slovenian experience - Slovenian railways heritage train

Factors of success

* Good promotion and great organisation of historical journeys
* Regular maintenance of railway line
* Keeping steam train in great condition

Recommendations, transferability

* Recommended to include historical trains in railway system to stir up interest among residents, particularly children and younger generation, and tourists

Best practices from the Slovenian experience - Integrated public passenger transportation system

Unified ticketing & fare collection also known as integrated public passenger transportation system (IJPP)

* Simplifies the use of a public transport for passengers traveling under different public transportation entities

* IJPP unified fare ticketing platform consists of three basic functionalities:
  * unified product and service definition for describing different fare ticket types
  * common IJPP ticket data structure containing location dependent fare price tables
  * common product and service distribution system, which enables ticket distribution, validation and control with different public transportation

* Prices are parameterized to three parameters
  * Ticket type (single fate, monthly fare, coupon fares and weekly fares);
  * Passenger status (adult, student, senior etc);
  * Tariff class (travel distance, zones)

Best practices from the Slovenian experience - Integrated public passenger transportation system

Challenges and barriers

* With 37 transport providers and more than 1500 deployed terminals, this project represents the greatest feat of complexity in the segment of AFC
* Bring together large number of transport providers
* Provide the technology and integrate very complex system for ticket transaction processing

Factors of success

* Working and user-friendly system
* Possibility to integrate the IJPP card/app with the Urbana card

Best practices from the Croatian experience - ZET-HŽPP integrated transport contract & Promet Split – HŽPP integrated PT

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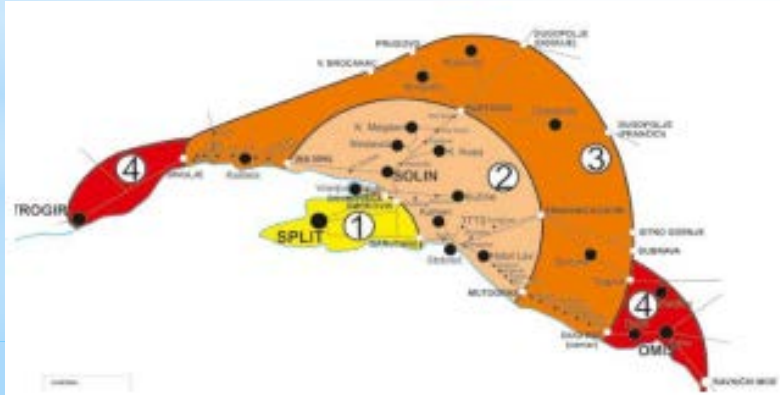
ZET-HZPT

* Transport within administrative boundaries of City of Zagreb
* Contract between HZ PP and ZET Bus operator
* Common Monthly Subscription Cards

Promet Split-HŽPP

* Transportation with train-bus/bus-train on relation Split-Split suburban area
* Contract between HZ PP and Promet Split Bus operator
* Common Monthly Subscription Cards



Best practices from the Croatian experience - ZET-HŽPP integrated transport contract & Promet Split – HŽPP integrated PT

Challenges and barriers

* To optimally meet transport needs of all inhabitants by transport intensity, time and space with the acceptable costs of organizing and maintaining the entire transport system
* Need to adjust to transport participants in integrated transport system

Factors of success

* Improving traffic accessibility and accessibility of rail transport in the area of integration
* Increasing the attractiveness of rail transport services through better traffic connections between the railway and bus operators
* Quicker journey after the integration in and around the integration area
* Encouraging rail transport to increase the number of passengers and revenues

Best practices from the Albanian experience - Study on the Economic/Financial Appraisal for the rehabilitation of the whole Albanian railway network

* Rehabilitation of each rail section is assessed separately, in terms of its contribution to the benefits of upgrading the whole railway network of the country

* The rehabilitation of the whole network (DO ALL scenario) is also assessed, in comparison to the continuation of the operation of the network in its present form (DO NOTHING scenario)

* By definition, the assessment of the various scenarios is based on incremental magnitudes

* Incremental magnitudes (traffic, costs, revenues, users' and external impacts) are calculated as the difference of the magnitudes of each scenario under evaluation from a common base-case scenario (DO ALL scenario)

Best practices from the Albanian experience - Economic/Financial Appraisal for the rehabilitation of the railway network

Challenges and barriers

* The savings in users' / external costs variable is considered critical
* Depends on the forecasts of traffic that will be diverted from the road to the railroad
* Lack of available credible data on which to base quantified risk analysis Undifferentiated transport use

Factors of success

* Connections to harbour/port
* International connections
* Part of Trans-European Corridor VIII
* Environmental Air/noise/vibrations pollution

Best practices from the Albanian experience

Rehabilitation of the existing railway line from Durres (Seaport) to Tirana public transport terminal

Construction on the new railway connection up to Tirana (Rinas) international airport

* Balance in the development of infrastructure and modes of transport due to the identified weaknesses structural, level of maintenance and investment related infrastructure
* issues of trade facilitation and support for the modernization of transport-related networks, customs and border crossing points and port services and operations are the points of attention for the area of this Project

Best practices from the Albanian experience

Challenges and barriers

* Planning and deployment EU Railway Traffic Monitoring Systems ERTMS
* Setting-up of strategic and legal framework and Capacity Building of Albania
* Organizational and technical issues
* Treatment of poor interconnection

Factors of success

* Institutional requirements (strategic and legal framework)
* Organizational requirements (Rules and responsibilities, Coordination, Working bodies, Stakeholders)
* Economic / financial requirements (RPs internal and external sources of funding above mentioned requirements)

Recommendations, transferability

* Strengthening the development of Rail Freight Corridors (RFCs)
* Digitalization of documentation regarding railways infrastructure and operational information systems

Best practices from the Montenegro experience - Transport Development Strategy

Aiming to support the improvement of the economic efficiency, safety, accessibility and environmental sustainability of the country's transport system whilst ensuring a seamless integration of the transport sector

Five high-level (strategic) objectives:

* **Economic Welfare:** Achieve economic efficiency and financial sustainability and support economic development
* **Safety and Security:** Improve safety, security of people and goods in the transportation sectors
* **Accessibility, Performance of Operations and Quality of Services:** Provide maximum possible accessibility, offer quality transportation services and maintain an adequate performance in operations, as a whole and with respect to its individual elements
* **Environmental Sustainability:** Minimize carbon footprint, noise and impact to the natural, historical and socio-economic environment
* **EU Integration:** Policies and a core transportation network, which are fully compatible and integrated to EU mandates

Best practices from the Montenegro experience - Transport Development Strategy

Challenges and barriers

* Full transposition of EU legislation
* Facilitation of the introduction of new market players

Factors of success

* Opportunity to use EU funds to engage EU experts
* Creation of modern strategy in line with EU legislation and trends

Recommendations, transferability

* Related to the good cooperation with EU institutions and financing strategic projects from the IPA funds

Best practices from the Montenegro experience - Rehabilitation of the existing railway network in Montenegro

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* The railway line Bar-Vrbnica is a single-track line, it is intended for mixed transport
* Due to extremely complex configuration of the terrain the railway line is very demanding for maintenance, which requires significant financial resources

Reconstruction of the line on the part

* Kos – Trebješica
* Trebješica – Lutovo
* Lutovo – Bratonožići
* Bratonožići - Bioče
* Bioče – Podgorica
* railway station Podgorica
* Podgorica – Golubovci
* Golubovci - Zeta
* Zeta - Virpazar
* Virpazar – Sutomore
* part Sutomore - Bar
* railway station Bar

Best practices from the Montenegro experience - Transport Development Strategy

Challenges and barriers

* Reconstructed infrastructure should contribute to the development of economy
* Railway infrastructure will help to the better utilization of railway capacities and the Port of Bar

Factors of success

* Use of IPA funds/grants, as reconstruction of the railway infrastructure is one of the main priorities set by the EU commission and government of Montenegro

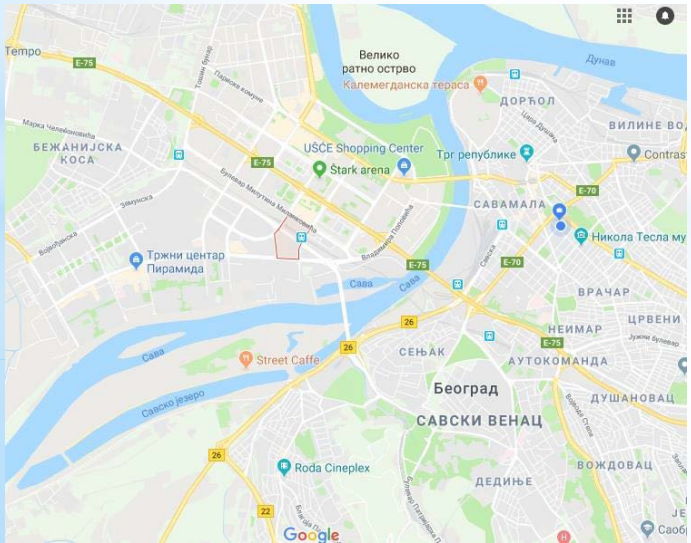
Recommendations, transferability

* Contribute to the realization of priorities set out in the EU strategic documents
* Financial resources are allocated exclusively for pre-planned and elaborated Projects, based on the defined tender procedures

Best practices from the Serbian experience - Railway station "New Belgrade" in the City of Belgrade

Railway integration with public bus and tramway system and car parking

* Solution was constructed and implemented through denivelation of railway tracks over the street where buses and tramways are passing
* Latest integration of car parking was completed by transformation of market into open mall and construction of high capacity car parking near to public transit and railway station
* Fully integrated two stations with underground walking connection, integrated with public transport and park'n'ride system is projected



Best practices from the Serbian experience - Railway station "New Belgrade" in the City of Belgrade

Challenges and barriers

* Lack of funds for construction
* Difficulties to achieve positive public opinion and public support for movement of bus and railway stations to new locations

Factors of success

* Increasing of service level and quality of railway line services
* Creating of funding mechanism through joint cooperation scheme of City of Belgrade and Stock Company “Belgrade Bus Stations”

Recommendations, transferability

* Integration of railway with public transport and park and ride system (despite it not being fully implemented)

Best practices from the Serbian experience - Common Railway Border Crossing between Serbia and North Macedonia

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Applying bilateral or multilateral agreements between countries would enable reduction of dwell time at border crossing by using the integrated (joint) border procedures

Integrated border procedures shown, significantly contribute to faster "flow" of trains, simplifying and shortening the procedure of border crossing which increases the quality of rail transport

Best practices from the Serbian experience - Common Railway Border Crossing

Challenges and barriers

* Reach a positive political will and achieve agreement to start working together
* Coordination and achievement of cooperation among huge number of actors

Factors of success

* Adopting Connectivity agenda and creation of “soft” measures as a list of tasks for each of WB6 regional participants
* Common decision at the level of prime ministers of 6 WB countries and European Commission
* Setting the SEETO as coordination, control and reporting body and process facilitation through TFWG

Recommendations, transferability

* Align strategic approach of neighbouring countries through international initiatives and process of accession to EU of candidate countries
* align national strategic documents, development plans and incorporate transnational development strategies and objectives in national legislative and operational action plans

Summary

In ADRION transport policy aims to achieve strong connectivity and seamless transport for where there is demand for it

Main aim of Inter-Connect project is to improve passengers' intermodality and revitalize rail transport connections from peripheral and coastal areas to the main transport hubs in the ADRION region

* Providing seamless transport between cities or across borders requires co-ordinated responses to technical, institutional and financial issues from a variety of stakeholders
* Underlying difficulties in meeting challenges in the field of seamless transport can be attributed to governance and coordination issues
* Importance of effectiveness of information exchange, learning, communication and co-ordination across policy sectors
* Combination of effective transport policies and successful promotion of intermodal hubs and gateways can also facilitate a shift to more eco-friendly transport options