



Inter-Connect Project

INTERCONNECT - The Roadmap for the future

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

Inter-Connect Roadmap

Concentrates all the work done in the project and goes steps further by providing Inter-Connect's Roadmap on ADRION's passengers' intermodal transport and rail enhancement

- * Aims to give **input to future policies**, generalizing and translating project's results into **recommendations** for future public and private actions.
- * **Training authorities** on intermodal transport and rail promotion actions ("Intermodal Transport Capacity Building Toolkit" - <https://interconnect.imet.gr/>)
 - ✓ Analysis of the current situation
 - ✓ Feedback collection from stakeholders and passengers
 - ✓ Plans and goal setting
 - ✓ Cases examination results
 - ✓ Identification and recording of future trends and opportunities

Inter-Connect case studies main goals & scale of examination



Case Study	Main Goals	Local Scale	Regional/ National Scale	Transnational Scale
Igoumenitsa	<ul style="list-style-type: none"> - Promotion of more attractive public transport service for tourists (accompanied by an offer of integrated tour packages). - Create a hub to hub regular connection between the port and the inter-city public transport terminal. - New PT service having two bus lines: one regular and one based on the Demand Responsive Transport model to serve seasonal needs during summer peak period. 			
Emila-Romagna Region	<ul style="list-style-type: none"> - Increase rail passenger attractiveness reducing the travel time among Bologna, Ravenna and Rimini adopting soft solutions. - Develop a train-bus integrated ticket for tourists visiting the Romagna region using public transport. 			
Ljubljana	<ul style="list-style-type: none"> - Improvement of the connections from maritime areas to Ljubljana Airport and Ljubljana urban region. - Improvement of info-mobility services (on-board and in the interchanges points) for tourists. - Improvement on fare integration and integrated ticketing systems. - Definition of organisational and regulation aspects aimed to improve public transport operation and the interconnectivity at regional level. 			
Trieste & Friuli – Venezia Giulia Region	<ul style="list-style-type: none"> - Improvement of public transport urban interchanges between buses/train hubs and the maritime passenger's terminal. - Understand the potential of a new maritime public transport connection from Trieste (Muggia) to Koper (Slovenia). 			
Zagreb	<ul style="list-style-type: none"> - Improve information provision relate to timetables, punctuality and others problems during the trip (delays, unexpected events, etc.). - Facilitate and improve faster and cheaper train travels for tourists from coastal to inland areas. 			
Port of Bar	<ul style="list-style-type: none"> - Harmonization of the timetables. - Integrated ticketing service - Providing real-time and reliable information. - Improve port to city connectivity. - Improve the role of port of Bar as gate at ADRION level. 			
Durres	<ul style="list-style-type: none"> - Better train services information to final users thanks to the development of new technological solutions. - Improvement of the train connections among inland and coastal areas (Tirana and Durres). 			
Belgrade	<ul style="list-style-type: none"> - Definition of new solutions for urban promotion of intermodal bus and rail solutions. - Definition of innovative solutions to improve the movement of passengers between two main transport nodes (Central railway station and central 			

Inter-Connect Measures

The measures analysed in the Inter-Connect project focus on interventions relating to:

- Infrastructures improvements
- Soft improvements - operational and organizational aspects

High level cooperation / agreements

Top - down well scheduled agendas are sometimes the basis for triggering also the necessary participatory bottom - up approach

- * **EU-MS Partnership Agreements and Operational Programmes**

Investment priorities based on identified development needs in order to support cohesion

- * **Opening-up of transport markets, completion of the TEN-T Network**

Investing on resource efficiency offers an opportunity for sustainable transport

- * **Application of EU laws**

Regulations and decisions become binding automatically throughout the EU and directives must be incorporated by EU countries into their legislation

High level cooperation / agreements

High level agreements and political continuity for achieving high connectivity at national and transnational level are necessary for ADRION

- * **National level decisions** - definition of national terminals' transnational role and identification of potential clusters/alliances
- * Transferring programme development of '**best practices of intermodal solutions**' at national/regional level
- * Assuring/allocating **dedicated budget per year** with a long-term time plan enabling subsidization of cross-border services
- * Develop an **integrated approach of transport policy** (horizontally among sectors, institutions and modes | vertically among levels of jurisdiction and authorities)
- * **Encourage territorial integration** - aligning goals and responsibilities of neighboring cities, towns, and countries
- * Fostering the **integration of intermodality policies** for passenger travel

Stakeholders' engagement & actions/initiatives synergies

Macro-regional strategy *EUSAIR* was jointly developed by the Commission and the Adriatic-Ionian Region countries

Transport Community aims to extend the EU transport market rules, principles and policies to the Western Balkan Parties

Connectivity is born on **good neighbouring relations** and **cooperation**:

- * High level of stakeholders' engagement
- * Public Private Partnerships (i.e. for improving intermodal hubs)
- * Establishing regular communication, exchange of information/initiatives and coordination of joint projects within the intermodal PT sector
- * Establish firm communication with relevant stakeholders through regional organisations
- * Synergies among cross-border & territorial development projects for implementing pilot projects and guaranteeing continuity of financing

Awareness raising for sustainable mobility & crowd-learning

Sustainable urban mobility era can be reached with application of **innovative approaches to engage citizens** in the decision making, planning and implementation

Active support of end users and beneficiaries **adds value to initiatives**

Awareness raising, participatory planning and crowd-learning are principal building blocks for sustainability and connectivity:

- * Providing motivation for ADRION citizens to travel inside ADRION with rail and maritime modes
- * Invest on changing travelers' behaviour – towards eco-tourist profile development
- * Participatory planning via injecting the knowledge of the crowds

Sustainable tourism promotional campaigns & initiatives

Sustainable mobility and sustainable tourism are two *interrelated sectors*

Increasing **off-season** (all year tourism) and **out of city travelling**, seem to be significant for the future of the ADRION region

- * Spread tourist flows
- * Limit the externalities of demand seasonality

Measures referring to Sustainable Tourism promotion include:

- * Campaigns for promotion of **new types of tourism** – finding ways to reduce seasonality, sport tourism, religious tourism, eco-tourism etc.
- * **Joint promotional campaigns** among ADRION countries for increasing flows
- * Special services e.g. old rail trip in SEE, connected to marine life via ferry experience

ICT / Apps

Development of a PT Network in European cities is connected with **soft investments**, unburdened from the need for large funds

ICT systems are adopted by operators to facilitate their **daily operation** and increase their **market share**

Advanced traveller information systems (ATIS) are among the most **cost-effective investments** with potential to reduce travel times and increase reliability

ICT interventions made in the context of the Inter-Connect project:

- * Digital tools exploitation for making ADRION cities more accessible, sustainable and attractive (e.g integrated APPs presenting the city, museums, areas of interest, public transport itineraries)
- * ICT exploitation at terminals
- * Transnational intermodal journey planners
- * Early warning services and information services for travellers

Advanced service provision at local level

ADRION cities should lead by example, recognizing their importance and **upgrading/modernizing internal connectivity** (city-level and city-to-region) on the basis of sustainability

Cluster of measures is composed of different **soft-based measures** as well as PT/mass and sustainable **transport service provision**:

- * Harmonization of PT timetables within cities and related catchment areas
- * New/enhanced PT services connecting intermodal nodes with cities
- * Innovative forms of mobility inside ADRION cities
- * Early warning and information services for travellers
- * Regional railway for speedy regional connections
- * Tramway/light rail to move high numbers of passengers within conurbations
- * Online tickets purchase
- * Upgraded services and plans for PT support in case of 'shock variations' - sustainable and resilience recovery plans

Advanced service provision at transnational level

Critical mass among ADRION countries seems to be low however, national agreements and joint campaigns could **support demand generation**

Measures supporting transnational connectivity:

- * New/enhanced transnational services connecting ADRION hubs
- * Integrated tickets for 'transnational' and local PT modes - combined services
- * Cooperation between rail & maritime sector and air transport providers (e.g. Bologna as an airport node connected via rail with the rest Italian cities and Slovenia)
- * Cruise cities alliances which would also promote sustainable mobility in port towns
- * Early warning services
- * Coordinated and fully communicated actions to support rail and maritime connectivity arising also as opportunity through crisis

Hard 'rail' measures – infrastructures

Other than cooperation and soft technologically born measures for supporting connectivity, 'hard' interventions are needed in order to upgrade the transport supply

Trans-European Transport Network policy

- ✓ Addresses the implementation and development of a Europe-wide network of railway lines, roads, ports, airports, railroad terminals etc.
- ✓ Supports and symbolizes connectivity and accessibility for all regions of the Union
- ✓ Supports also the injection of innovation and digitalization to all modes of transport for reaching joint goals

Connecting Europe Facility (CEF) – Transport | Energy | Digital Infrastructure

- ✓ Dedicated to the implementation of the TEN-T
- ✓ Aims at supporting investments in cross-border connections, missing links as well as promoting sustainability and digitalization

Hard 'rail' measures – infrastructures

In the context of Inter-Connect, “hard” measures refer to:

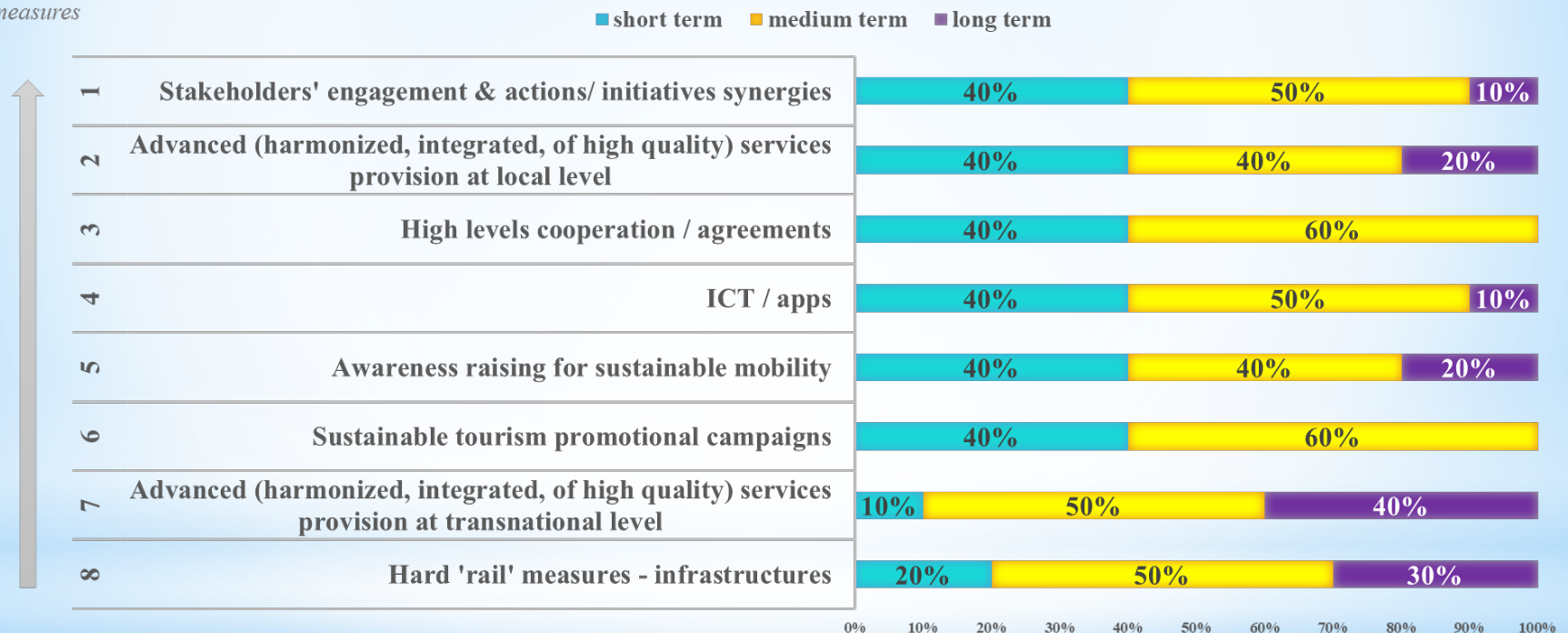
- * Interoperability issues for rail transport
 - i.e. technical compatibility of infrastructure, rolling stock, signaling, or less complex procedures for the authorization of rolling stock across the EU rail network
- * Infrastructure projects for rail
 - Completion and interconnection of the national and cross border network
- * Connecting peripheral ADRION areas with the TEN-T core network
 - (particularly the extension to the western Balkans)
- * Infrastructure projects for terminals – facilities, connectivity port – hinterland or rail main stations – hinterland
- * Facilitation of border crossing in rail transport

Measures' ranking per case Bologna and Region Emilia Romagna

Prioritization
of
measures

RER CASE

Stakeholders' critical position regarding the realistic time horizon that will be required per measure



- *Stakeholder engagement, service provision at local level and high-level cooperation* are top level priorities.
- Apart from *services at transnational level* and *"hard" rail measures* the rest of the measures are focused mostly at the short/medium term.
- *Combined approach* with various measures focusing on the short term.

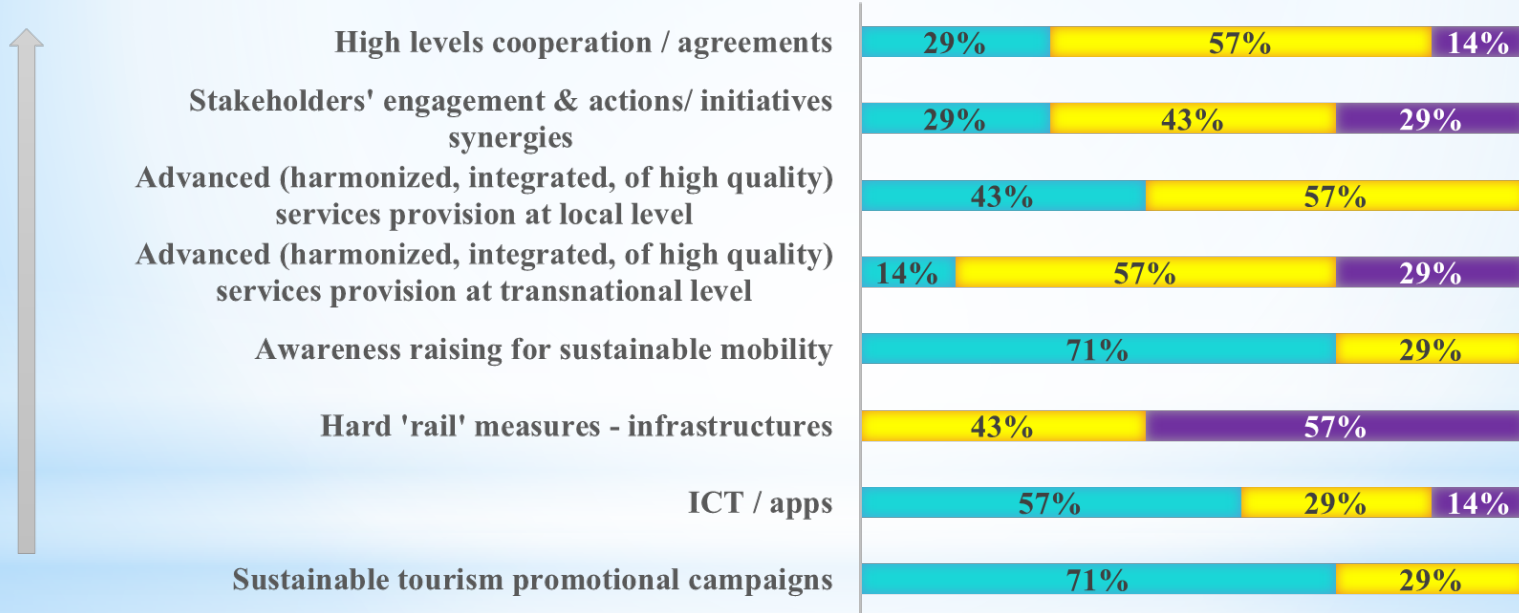
Measures' ranking per case Trieste and Friuli-Venezia Giulia

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

Prioritization
of
measures

FVG CASE

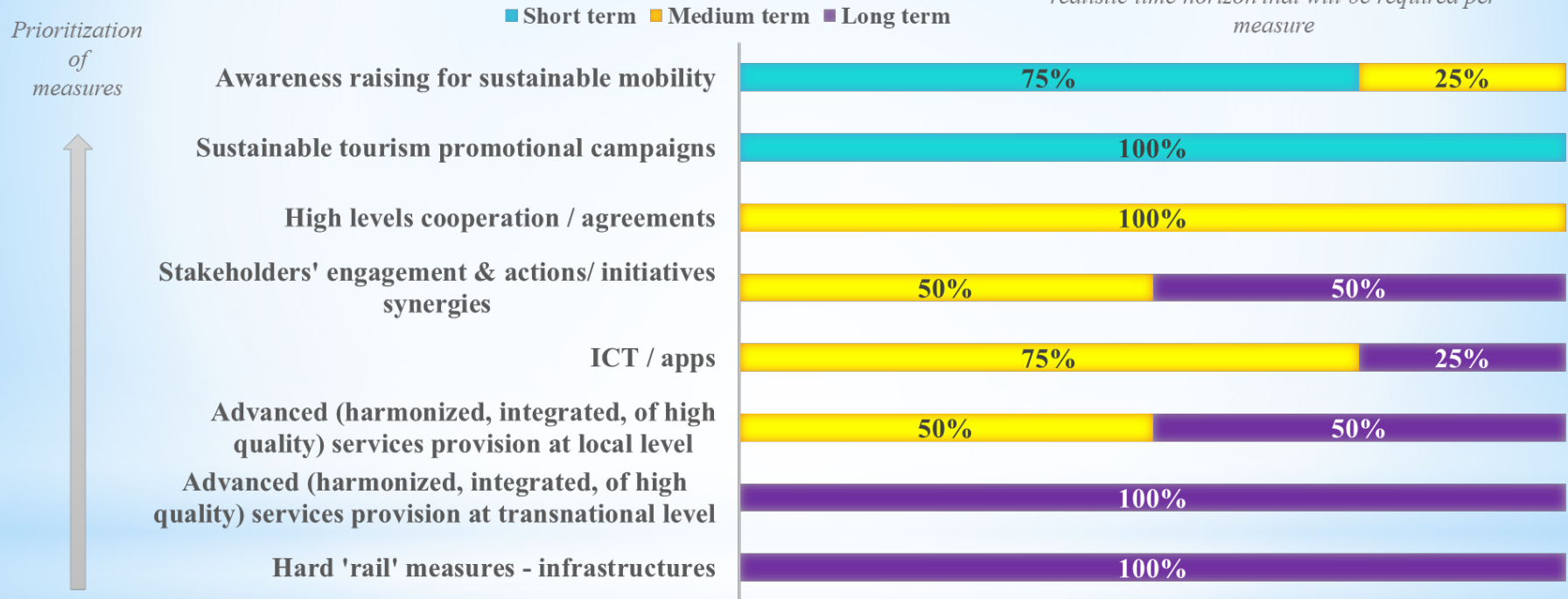
■ short term ■ medium term ■ long term



- *Local vs transnational* service provision - shorter time horizon.
- Prioritization of measures creates *logical approach*.

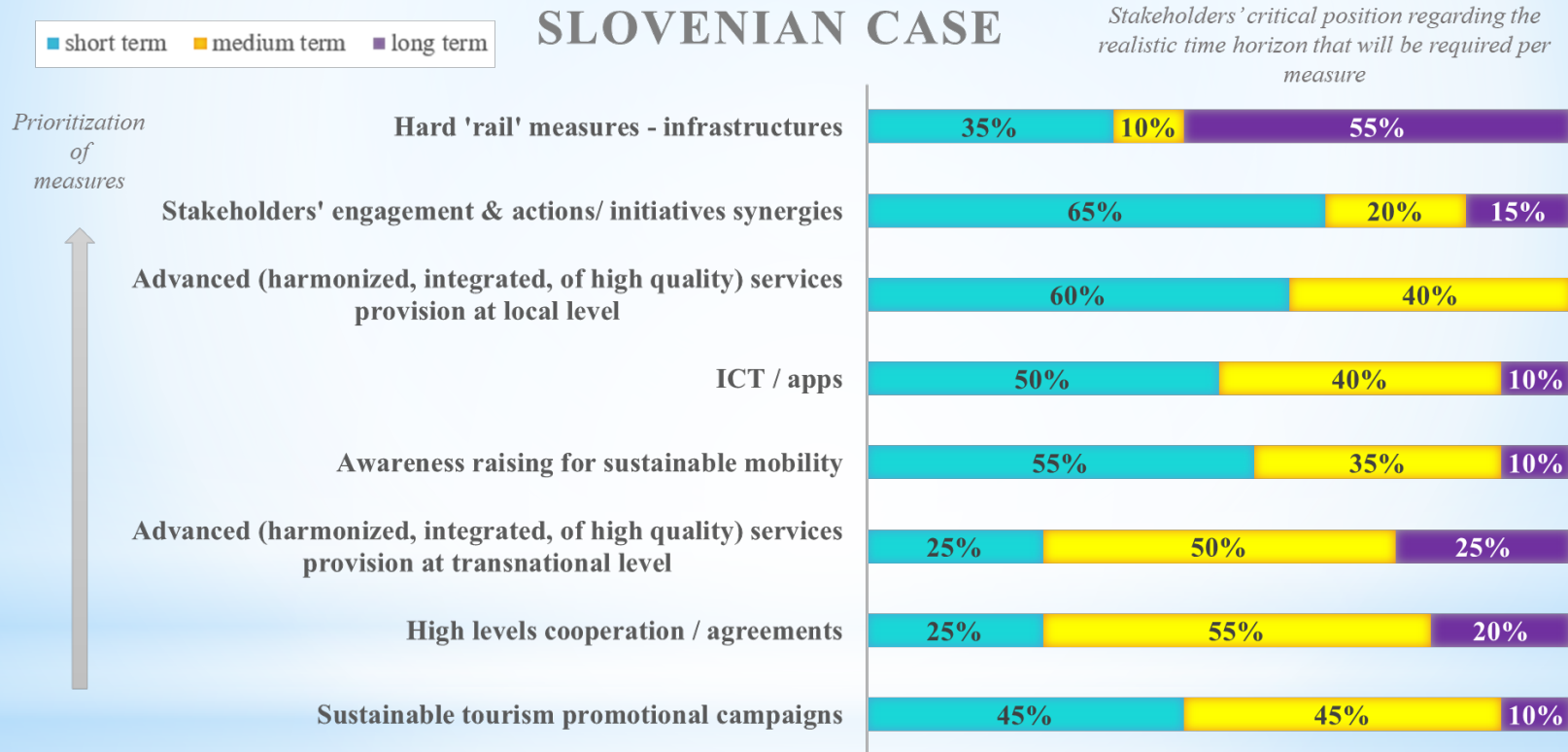
Measures' ranking per case Zagreb

CROATIAN CASE



- Short term focus is on *increasing awareness for sustainable mobility* and *conducting sustainable tourism promotional campaigns*.
- Long term focus is on providing *local* and *transnational services* together with *infrastructure* measures.

Measures' ranking per case Ljubljana



- “Hard” rail measures are a high priority despite focusing more on the long term.
- Despite lower in terms of priority, high level cooperation agreements and promotional campaigns are for the short to medium term.

Measures' ranking per case

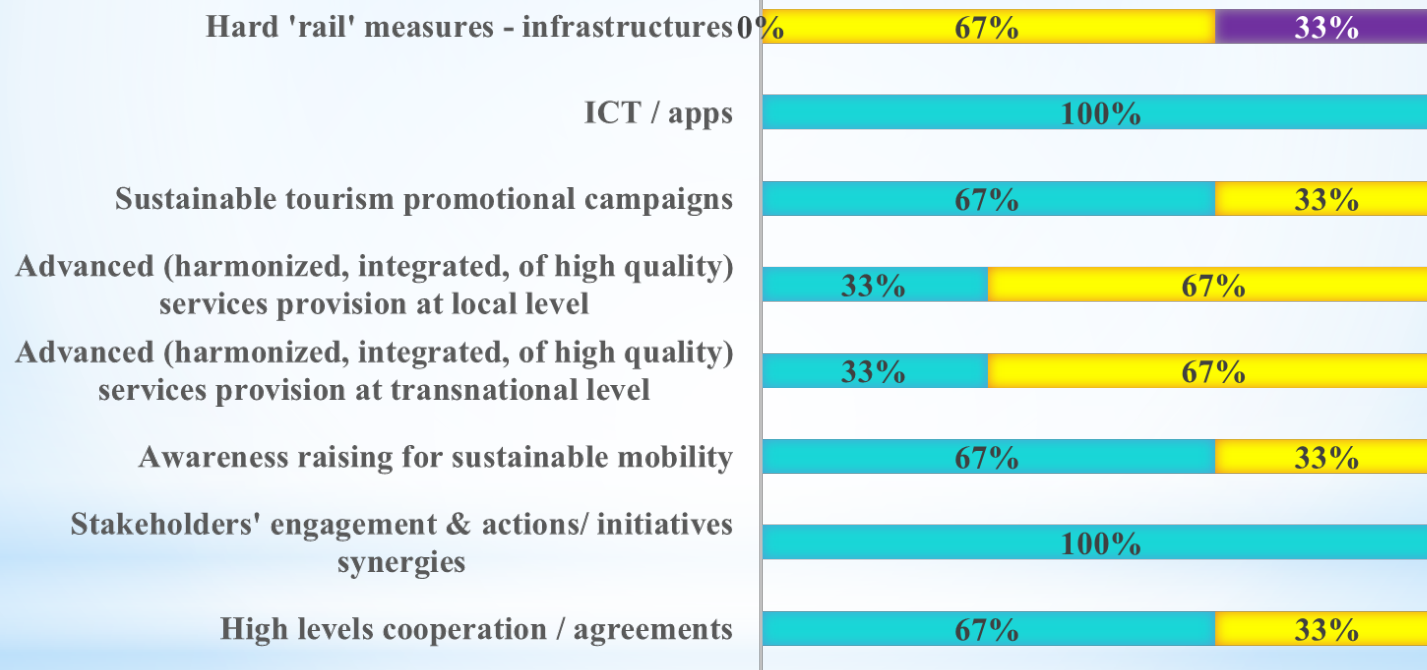
Bar

BAR CASE

■ short term ■ medium term ■ long term

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

Prioritization
of
measures



- “Hard” rail measures are a high priority despite focusing more on the long term.
- ICT/apps and stakeholder engagement actions are considered as short term measures (immediate action).

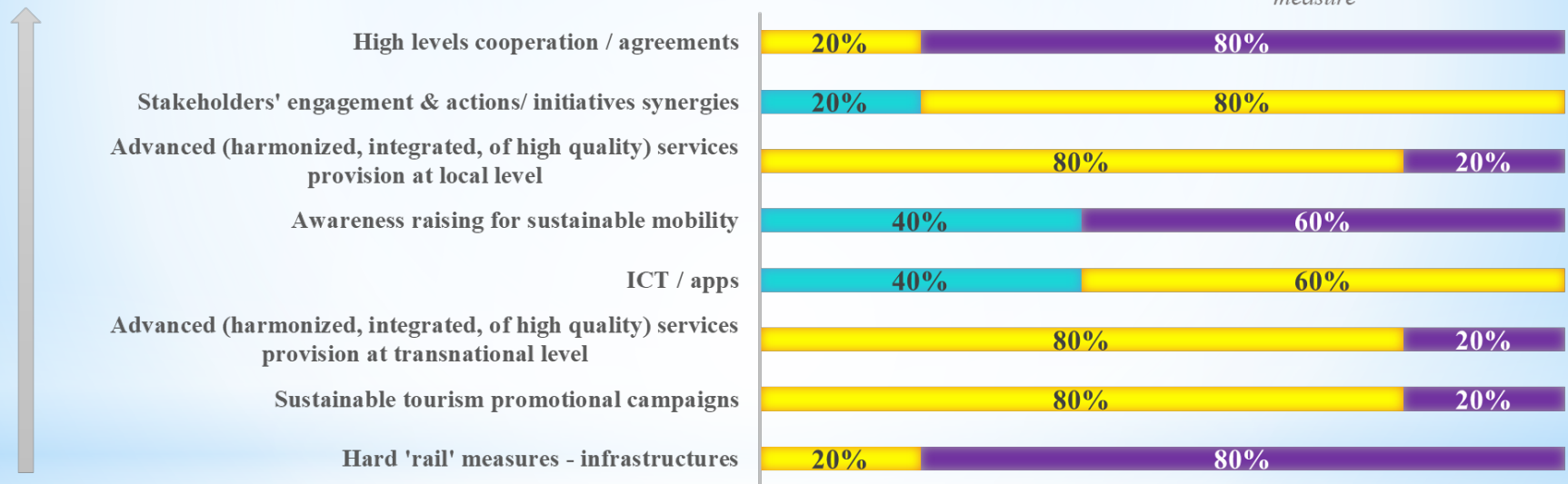
Measures' ranking per case Belgrade

Prioritization
of
measures

BELGRADE CASE

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

■ short term ■ medium term ■ long term

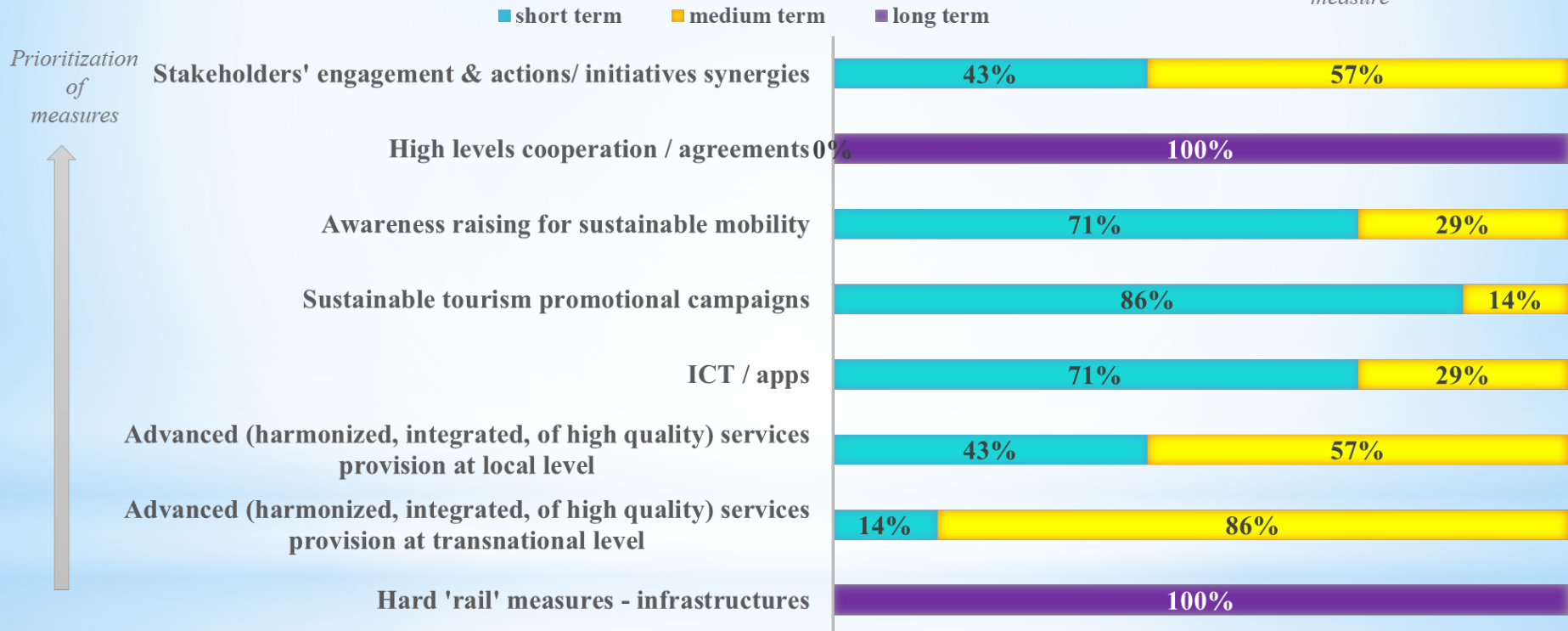


- Short term horizon on *engaging stakeholders, raising awareness* and *ICT/apps* measures.
- *Priority differentiation* between local and transnational service level provision.

Measures' ranking per case Igoumenitsa

IGOUMENITSA CASE

Stakeholders' critical position regarding the realistic time horizon that will be required per measure



- Prioritization shows emphasis on creating “critical mass”.
- *Local vs transnational* service provision - shorter time horizon.

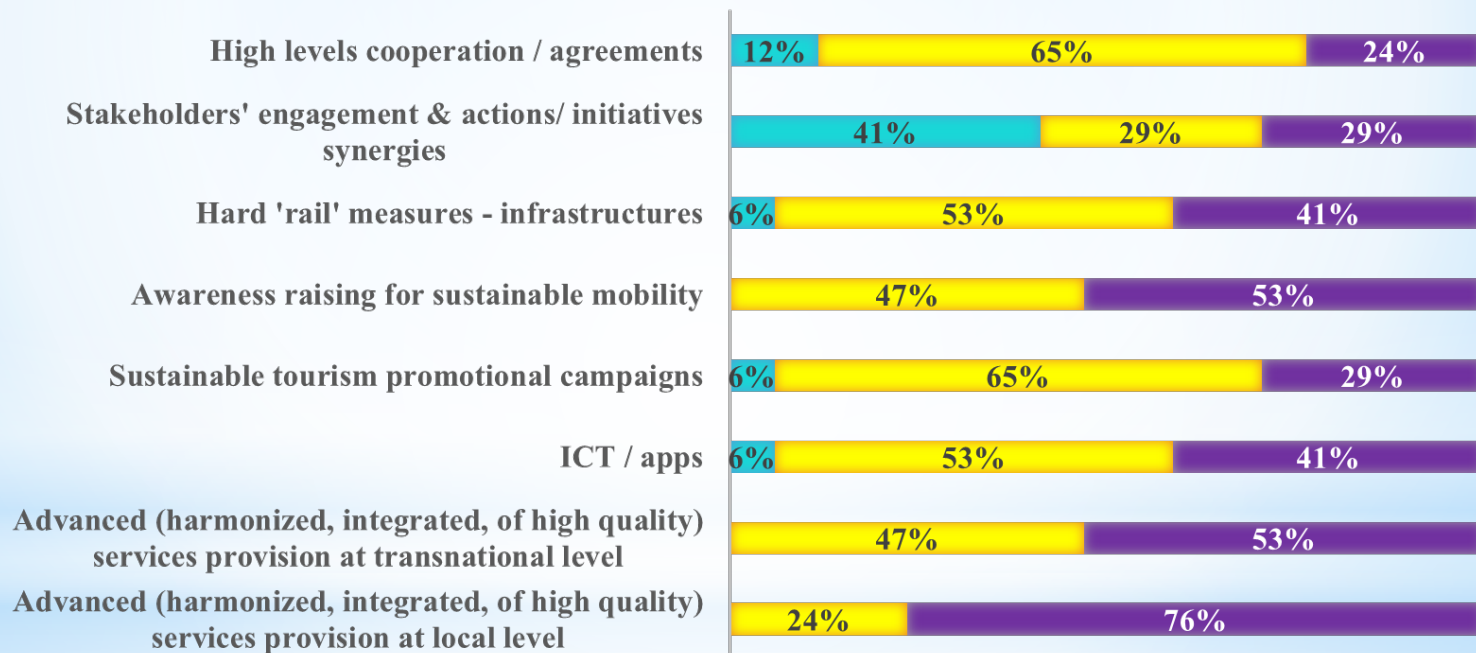
Measures' ranking per case Durres

Prioritization
of
measures

DURRES CASE

■ short term ■ medium term ■ long term

Stakeholders' critical position regarding the realistic time horizon that will be required per measure



- Priority on both “soft” and “hard” measures.
- *Transnational service provision* is considered as more important than *local service provision* and with a shorter time horizon.

Measures' ranking per case

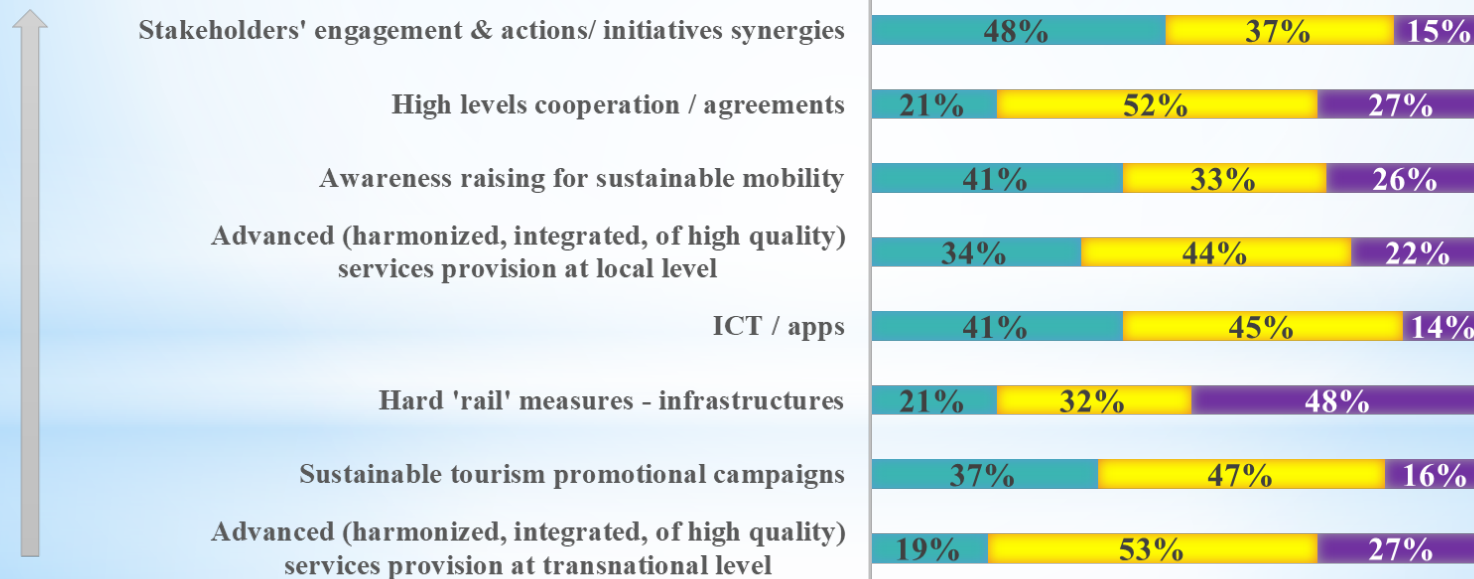
Joint Analysis

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

AVERAGE MEASURES PRIORITIZATION

■ short term ■ medium term ■ long term

Prioritization
of
measures





*Urgent steps towards a recovery plan -
PuT and sustainable modes of
transport centered*



Advanced (harmonized,
integrated, of high quality)
services provision at local level

up to 2030

TEN-T core network

Inter-Connect
Roadmap



Stakeholders' engagement &
actions/ initiatives synergies



C1



C1

Awareness raising
for sustainable
mobility



C2



Advanced (harmonized,
integrated, of high quality)
services provision at
transnational level

accomplishment of TEN-T
comprehensive network

up to 2050

2020



C2

ICT / apps



European Green Deal

Programming Period 2021-2027
The role of transport in the new period!

C1



Sustainable tourism
promotional campaigns



C3

High level cooperation /
agreements



C2



C4

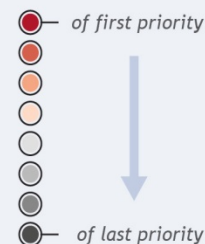
Hard 'rail' measures' -
infrastructures



Measures clusters

- C1: engagement
- C2: operational/ICT
- C3: policy
- C4: infrastructure

Average measures prioritization



Inter-Connect (1/2) Roadmap

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

ICT / APPS

- Digital tools exploitation for making ADRION cities more accessible, sustainable and attractive (e.g integrated APPs presenting the city, museums, areas of interest, public transport itineraries)
- ICT exploitation at terminals
- Transnational intermodal journey planners
- Early warning services and information services for travellers

AWARENESS RAISING FOR SUSTAINABLE MOBILITY

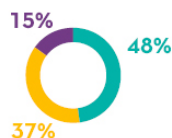
- Providing motivation for ADRION citizens to travel inside ADRION with rail and maritime modes
- Investment on travellers' behaviour change – towards eco-tourist profile development
- Participatory planning via injecting the knowledge of the crowds

2020

2050

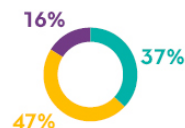
STAKEHOLDERS' ENGAGEMENT & ACTIONS/ INITIATIVES SYNERGIES

- High level of stakeholders' engagement (guaranteeing cooperation)
- Public Private Partnerships (i.e. for improving intermodal hubs)
- Establishing a regular communication, information and initiatives exchange and coordination of joint projects within the intermodal PuT sector
- EUSAIR – TEN-T: from macro-regional strategies to development
- Establish a firm communication to the relevant stakeholders through regional organisations / Transport Community active role – monitoring and continuity/ stability in area's plans and projects
- Synergies among cross-border and territorial development projects for implementing pilot projects and guarantee continuity of financing for a long period

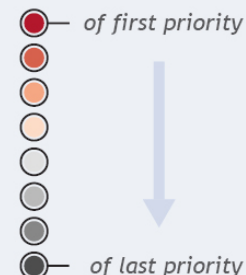


SUSTAINABLE TOURISM PROMOTIONAL CAMPAIGNS

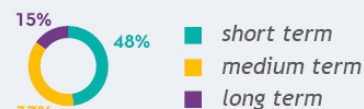
- Campaigns for promotion of new types of tourism – finding ways to reduce seasonality (e.g. winter visit places campaigns), sport tourism, religious tourism, eco-tourism etc
- Joint promotional campaigns among ADRION countries for increasing flows (trips within ADRION Region)
- Special services e.g. old rail trip in SEE, connected to marine life via ferry experience



Average measures prioritization



Time horizon



Inter-Connect (2/2) Roadmap

Stakeholders' critical position regarding the realistic time horizon that will be required per measure

HIGH LEVEL COOPERATION / AGREEMENTS

- National level decisions: intermodal terminals categorization, definition of national terminals' transnational role and identification of potential clusters/alliances
- Transferring programme development of 'best practices of inter-modal solutions' at national and regional level – make the matching of terminals / cases and adopt best practices
- Assuring / allocating dedicated budget per year with a long term timeplan – allocation of various re-sources (funds) to enable competent authorities to subsidise cross-border services during the start-up phases
- Develop an integrated approach of transport policy (to achieve sustainable transport—integration horizontally among sectors, institutions and modes, and vertically among levels of jurisdiction and authorities.)
- Encourage territorial integration—aligning goals and responsibilities of neighbouring cities and towns, and countries—can also help create effective governance frameworks and policies (e.g. MoU signed- among ADRIAN Countries)
- Fostering the integration of Intermodality policies for passenger travel
- Legislative actions to promote joint operation of an international service (contracts among national PSO's) - Considering the fact that passenger transport is non profitable, it can't survive without financial support from States. Public Service Obligations in transnational transport services should be further examined
- Elaboration of a multilevel protocol at regional, national level and transnational level to promote maritime-rail intermodality

HARD 'RAIL' MEASURES' – INFRASTRUCTURES

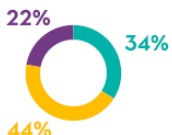
- Interoperability issues for rail transport (– or technical compatibility - of infrastructure, rolling stock, signalling and other subsystems of the rail system, as well as less complex procedures for the authorisation of rolling stock across the European Union's rail network)
- Infrastructure projects for rail – completion and inter-connection of the national and cross border network
- Connecting peripheral ADRIAN areas with the TEN-T core network (present and future network, referring in particular to the extension in the western Balkans)
- Infrastructure projects for terminals – facilities, connectivity port – hinterland or rail main stations – hinterland
- Facilitation of border crossing in rail transport

2020

2050

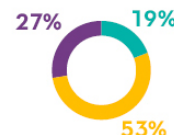
ADVANCED (HARMONIZED, INTEGRATED, OF HIGH QUALITY) SERVICES PROVISION AT LOCAL LEVEL

- Harmonization of PuT timetables within cities and related catchment areas (linking also Points of Interest)
- New services / enhanced PuT services connecting intermodal nodes (e.g. ports/airports) with cities
- Innovative forms of mobility inside ADRIAN cities – e-bikes, shared bikes, micromobility etc
- Early warning and information services for travellers
- Regional railway for speedy regional connections
- Tramway/light rail to move high numbers of passengers within conurbations
- Area services to feed rail-bound services
- Online tickets purchase
- Upgraded services and plans for PuT support in case of 'shock variations' – sustainable and resilience recovery plans

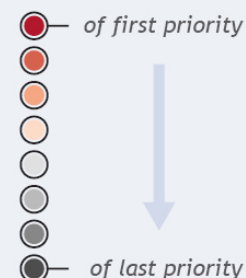


ADVANCED (HARMONIZED, INTEGRATED, OF HIGH QUALITY) SERVICES PROVISION AT TRANSNATIONAL LEVEL

- New transnational services / enhanced transnational services connecting ADRIAN hubs – PSO implementation
- Integrated tickets for 'transnational' mode (for the transnational trip e.g. rail, ferry) and local PuT modes (last mile), combined services
- Cooperation among rail & maritime sector and air transport providers (e.g. Bologna as an airport node connected via rail with the rest Italian cities and Slovenia)
- Cruise cities alliances which would also promote sustainable mobility in port towns.
- Early warning services
- Online tickets purchase
- Coordinated and fully communicated actions to support rail and maritime connectivity arising also as opportunity through crisis



Average measures prioritization



Time horizon



European Green Deal

Making Europe climate-neutral and protecting our natural habitat will be good for people, planet and economy.

The Green Deal is an integral part of this Commission's strategy to implement the United Nation's 2030 Agenda and the sustainable development goals

- * Transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy
- * Protect, conserve and enhance the EU's natural capital, and protect the health and well-being of citizens from environment-related risks
- * Just and inclusive transition for everyone

European Green Deal

