

Inter-Connect Project

The pilot cases of INTERCONNECT towards intermodality and sustainability

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

Common Evaluation Methodology



The aim is to extract valuable information (effective measures, necessary cooperation schemes to support interventions implementation, transferability potentials, funding schemes for actions' realization) able to be used in other areas and to be generalized in ADRION area.

Level of development of each pilot was compared to 5 different case study's development steps:

- 1. Concept definition
- 2. Pre-feasibility study
- 3. Feasibility study
- 4. Project implementation
- 5. Operation & maintenance

Common Evaluation Methodology



Stakeholders engagement sustainability

- * Identify the most relevant stakeholders and their specific contributions and role in reaching the project's objectives
- * Engagement level (Inform/Consult/Collaborate/Empower)
- * Analysis of actor relationships (Influence-interest matrix)

Institutional and political sustainability

*General information on the main policies and governance schemes supporting the development of the different case studies

Financial sustainability

* Quantitative and qualitative information on financial sustainability of each Inter-Connect case studies

Technical sustainability

* Analysis of key technical and technological aspects to understand the enabling technologies supporting the planning and/or the implementation and management of the Inter-Connect case studies



- *Largest Municipality of the Prefecture of Thesprotia
- *City has no public transport services
 - marginal and not very frequent inter-urban bus connection
- *Opportunity to transform the city (Sustainable Urban Mobility Plan 2037)

Pilot scope - promote the establishment of a new public transport service:

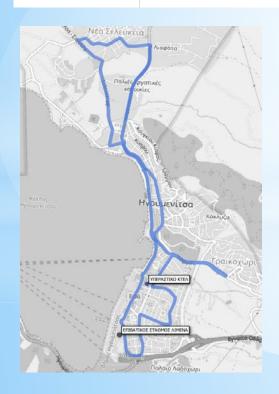
- 1. Serve regular connection between terminals (e.g. the International Port of Igoumenitsa and the Inter City Bus Station)
- 2. Allow international travelers to visit the city by Bus, having the chance to learn about its local offers and important archeological sites;
- 3. To implement a new synergetic Public Transport service with a regular line operating all year round and a DRT service for the summer period (7 months /year).

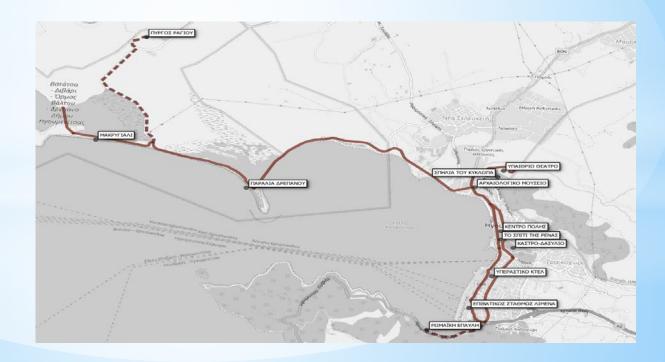


Accommodate the PT needs of permanent residents, serve travellers' needs in sightseeing around the city and create a hub to hub regular connection between the port and the inter-city terminal of the city.

Phase 2 Pre-feasibility study

Two business and operational scenarios have been discussed and analysed to form the basis for the new service. The result is the formulation of a 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







Stakeholder engagement sustainability:

Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers	 City of Igoumenitsa Port Authority of Igoumenitsa Region of Epirus Regional Unit of Thesprotia Traffic Police 	 Bus operator for the regular bus line (Blue line) Terminal operator willing to provide connections with the intercity terminal Licencing process Bus stops Traffic measures
Private operators	Intercity private bus operator	• Currently holding two low floor buses that can be used for the new service
Others	• The chamber of commerce of	• Supporting the
	Igoumenitsa	implementation

Stakeholder	Level of commitment	Brief description of the commitment level
Stakeholder 1 - Municipal Authority of	Empower	High – Initiator of the new project
Igoumenitsa		
Stakeholder 2 – Port Authority of	Collaborate	High – willing to collaborate with the city
Igoumenitsa		to enhance passengers' mobility needs
Stakeholder 3 – Intercity private Bus	Collaborate	High – willing to offer two low floor
operator		buses for the pilot case as a starting point
Stakeholder 4 – Chamber of	Consult	High – fully acknowledging the need for
Commerce		PT services



Institutional and Political sustainability

- Strategic Plan for the Region of Epirus 2014-2020:
 - *State of the art and evaluation study, both at territorial level as well as a tool (road map) for achieving the vision for development for the future.
 - * Among others, the Region's operational objectives include:
 - * Improvement of infrastructure in road networks;
 - * Citizen centered administration services improving the quality of the end products and services.

SUMP for Igoumenitsa

- *The creation of public transport options for the city lies at the very heart of SUMP strategy for 2037.
- * The action plan for the future has included this development in the first five (5) years of its deployment, therefore the pilot is fully relevant and ready to be worked in detail.



Improving the passenger rail service between Ravenna, Rimini and Bologna reducing the time to reach the final destinations

- *The aim of the pilot is to revitalize the railway line Ravenna-Rimini (along the Adriatic coast) and reduce the travel time between Bologna, Rimini and Ravenna.
- *Local authorities communicated the need to promote better public transport for tourists as a measure to reduce negative externalities.
- *Trenitalia and RFI declared to be aware of the need to work on these topics, looking for "soft solutions" allowing to act in short time.
- *The infrastructural improvement of these lines requires big investments and long times.
- *Inter-Connect project focusing on defining and testing soft solutions able to reduce the train travel times.



Inter-Connect

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Case study phases	Case study phases	Brief description of each phase	
<u>Phase 1</u>	Concept definition	The Emilia-Romagna Region developed the concept of reduci among Bologna, Ravenna and Rimini in collaboration with all to private stakeholders. The concept was related to the development reduce train travel time without big infrastructures investments.	the main public and
<u>Phase 2</u>	Pre-feasibility study	The pre-feasibility study identified the following technical sol travel times: reduce the stops in the train stations with the low users. This study conducted to the reduction of the stops of som stations: Russi and Classe.	est number of daily
<u>Phase 3</u>	Feasibility study	As the reduction of the train stops generated relevant problems for from these stations, Emilia-Romagna Region and Trenitalia, in collocal public transport operators, had defined new public bus serve two affected stations with the closest train stations where the tractive.	ollaboration with the vices connecting the
<u>Phase 4</u>	Project implementation	The implementation phase started with a first testing period frountil December 2019. During this phase it was necessary to timetable in order to fit with the request of the users (main students). In a second moment, due to the introduction of the new rolling startains), more time performing in comparison to the old trains guarantee a travel time reduction also without cancelling the two	orevise some train ally commuters and ocks (Pop and Rock ti was possible to
Phase 5	Operation & maintenance	and Classe. During the operation phase it was possible to develop synergies transport operators and firms in order to develop more attractive transport solutions for workers and citizen.	



Inter-Connect

Stakeholder engagement sustainability:

Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers	Emilia-Romagna RegionMunicipalities	The Emilia-Romagna Region was the catalyst and promoter of the initiative in accordance with Trenitalia in the framework of the of the service agreement.
Private operators	 Trenitalia Tper StartRomagna Firms (mobility manager) 	Trenitalia was the implementer of the measures in agreement with the Emilia-Romagna Region. Public transport company provide additional bus services in the station where the train stops were reduced. Firms activated additional public transport services for workers in cooperation with the Region.
Citizen/Customs	 Tourists Commuters Schools Users associations	Commuters associations were the main target of all the public consultation events held during the pilot definition and implementation phases.

Stakeholder	Level of commitment	Brief description of the commitment level
Regione Emilia-Romagna	Empower	Initiative promoter
Trenitalia	Empower	Initiative promoter
Municipalities	Collaborate	Consultation with the municipalities involved in the train stop reduction.
Local Public Transport companies	Collaborate	Provider of the bus services where the train stops were reduced
Users associations	Consult	Observations on difficulties generated by the introduction of the new timetable.



Institutional and Political sustainability

- ► Regional Integrated Transport Plan (PRIT) 1998/2025:
 - *Railway transport, being a "rigid", "non-flexible", mode of transport must be integrated with all the other transport mode to be efficient and effective.
 - * To achieve an integrated network, hubs and nodes of transport network must be physically connected to enhance accessibility.
- Emilia-Romagna Region introduce a new policy regarding the free of charge access to public transport for people owing train seasonal tickets.
- Regional law n. 20 of 2011, the Region modified the framework law on public transport (LR 30/98)
 - * providing long-term tenders, in order to encourage investments
 - * open up to liberalization of the sector
 - * aim at strong renewal of the vehicle fleet
 - * greater quality to the system and services.



Extension of the "Romagna smart pass" tourist bus tickets to rail along the Romagna attractive cities, to promote intermodality and public transport.

* Romagna Smart Pass

Started from another integrated ticket launched by Start Romagna integrating all the local buses operating in the Romagna region.

* Rail Smart Pass

Special and integrated travel ticket that enables tourists to use all the public transport solutions (buses and trains).



Case study phases	Case study phases	Brief description of each phase
Phase 1	Concept definition	The Rail Smart Pass concept was defined during Summer 2018 thanks to a study carried out by ITL-RER as part of the Inter-Connect project. A number of face-to-face sample interviews were conducted with tourists arriving to or departing from Rimini and Riccione train stations and "Federico Fellini" International Airport
<u>Phase 2</u>	Pre-feasibility study	Pre-feasibility study was facilitated by the <u>pre existing</u> Romagna Smart Pass, an integrated ticket valid on all buses in Romagna. Basically, the Rail Smart Pass was an extension to the train of the previous bus ticket. Further information about Romagna Smart Pass are available at the following link: https://www.startromagna.it/titoli-e-tariffe/romagnasmartpass/
<u>Phase 3</u>	Feasibility study	Terms of feasibility of Rail Smart Pass were defined within an agreement signed by Start Romagna (provider of the local public transport in Romagna) and Trenitalia (responsible for the national railway service). When discussing the present agreement, the technical, economic and management aspects involved in the launch of such a product were also specified.
Phase 4	Project implementation	Test phase. Started in November 2019, the project is scheduled to run until February 2020. The sale of Rail Smart Pass will begin at Easter 2020 to be fully operational within Summer 2020. The testing period will continue through all of 2020.
<u>Phase 5</u>	Operation & maintenance	No information available <u>at the moment</u>



Stakeholder engagement sustainability:

Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers	 Start Romagna Emilia-Romagna Region AMR (Agenzia Mobility della Romagna) 	Start Romagna as local public transport company is the enabler of the pilot. Emilia-Romagna Region provide the legislative framework for the train-bus ticketing integration.
Private operators	Trenitalia s.p.aTrenitalia-TPER	Trenitalia, the national train operator, is the second enabler of the pilot.
Citizen/Customs	• Tourists	Beneficiary of the integrated ticketing developed in Inter-Connect.
Others	• Shops in Romagna Region and tourist big attractions (museums, thematic parks, restaurants, etc.)	Commercial activities provided discounts in their activities to tourists owning an integrated ticketing.

Stakeholder	Level of commitment	Brief description of the commitment level
Start Romagna	Empower	Initiative promoter
Trenitalia	Empower	Initiative promoter
Emilia-Romagna Region	Empower and consult	Supervisor and contributor (Regional integrated fare system)
Romagna touristic and commercial attractions	Collaborate	Commercial support through discounts for integrated ticket holders.



Institutional and Political sustainability

Regional Integrated Transport Plan (PRIT) 1998/2025:

- * Overall regional policy framework, for both infrastructures and mobility demand governance actions.
- * Main tool for long-term planning and long-term mobility of the Emilia-Romagna Region.

>Stimer:

- * A single ticket integrated charging system for local and regional public transport.
- * Based on a division of the territory of Emilia-Romagna into zone fares.
- * Allows using the same ticket from Piacenza to Rimini just paying a tariff according to the distance covered, not to the means of transport used.

►Mi Muovo:

- * Single, integrated travel card for regional public transport available to residents of Emilia-Romagna Region.
- * An integration of transport modes, fares, payment systems, different local transport management schemes.

The true innovation of the present pilot lies in the agreement signed by Trenitalia and Start Romagna for launching and managing of the initiative.

The Friuli-Venezia-Giulia Region case study, Italy



Intermodal transport pivoting on maritime connection is deemed of strategic relevance with reference to the enhancement of cross-border connectivity

*SUB CASE A (blue) - active service

Focusing on the existing cross-border maritime service and aiming to enhance its accessibility and (landside) interconnection with public transport services.

*SUB CASE B (red) - in development

Addressing the assessment of the potential and development of a new maritime service linking (Trieste-Muggia-Koper).



The Friuli-Venezia-Giulia Region case study, Italy



Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers	 Autonomous Region Friuli Venezia Giulia - Regional authority Trieste Municipality - Local authority Koper Municipality - Local authority Muggia Municipality - Local authority 	Public authorities are promoting and supporting and, in case funding the development of the maritime service as well as the public transport they are interconnected with. Furthermore, with particular reference to the Municipalities (e.g. Trieste), they are dealing with the urban re-organisations of the areas where a maritime station is located.
Private operators	 Trieste Trasporti – Public Transport operator Samer & Co 	The private operators are involved in the operations of both surface (bus) and waterborne passenger transport service
Citizen/Customs	• <u>Viaggiare</u> Slow - Citizen associations	The association is fostering the development of sustainable tourism with particular reference to cycle tourism
Others	• Regional Development Centre Koper	The regional development centre is supporting the development of initiatives addressing economic development including sustainable transport and tourism solution such as those addressed by the case study

The Friuli-Venezia-Giulia Region case study, Italy



Institutional and Political sustainability

- Connettere l'Italia:
 - *Strategic plan adopted by the Ministry of Infrastructure and Transport.
 - * Framework, emphasising the importance of thoroughly assessing the need and role of each interventions, including the importance of even small interventions capable to eliminate gaps hampering the connectivity
 - * Emphasising the synergies and complementarity of the different modes approach, thus fostering co-modality and sustainability.
- Legislative Decree n. 111/2004:
 - *FVG Autonomous Regions' subdivision of competences in the fields of road network and (multimodal) transport between the national and the regional level.
 - *Actual operation of the service (encompassing regional and cross-border ones) is implemented by tendering procedures.
- Sustainable urban mobility plan of Trieste urban region



Common general strategy for the development of alternatives to the private road passenger transport in Ljubljana urban region area and even wider.

Analyse the current situation in intermodality and define short- and longterm measures for improvement of touristic public passenger transport:

- * Allocation of pilot area and identification of main stakeholders
- *Overview of transport infrastructure and services in the pilot
- * Provision of passenger information service and customer support
- * Fares and ticketing systems on the pilot corridor
- *Legal and regulatory aspects of transport in pilot area
- *List of short- and long-term measures



Case study phases	Case study phases	Brief description of each phase
<u>Phase 1</u>	Concept definition	In the stage of <i>concept definition</i> , we have identified main transport and mobility related issues within the case study and illustrate the possible solutions for improvement of PPT on the national and regional scale. The main stakeholders for potential uptake of measures were identified and contacted. Main issue at this stage was to allocate and operate with the data on the tourist and transport flows to be further extrapolated in order to select and prioritise the PPT and intermodality measures.
Phase 2	Pre-feasibility study	When the main problems in the terms of tourism mobility were identified, the next steps were to specify the most suitable long and short-term measures that would induce the improvement of the PPT and intermodality in the case study area in Slovenia. Since financial evaluation of proposed measures were hard to allocate, proposed ideas were ranged according to the financial frame (less demanding, demanding and very demanding) and also according to the proposed time frame for implementation. Selected measures were categorized also base on the type of intervention. Groups of measures were defined on: - measures for infrastructure and service improvement of connection from maritime areas and Ljubljana Airport to Ljubljana urban region. - measures for improvement of info-mobility and passenger information service (on-board, at interchanges) for tourists. - measures for improvement on fare integration and integrated ticketing systems among transport operators in pilot area. - measures on organisational and regulation aspects to improve public transport operation and interconnectivity study area.





Type of	Stakeholders and brief	Role in the case study
stakeholder	description	
Public authority / decision makers	BSC, Business Support Centre, Ltd., RDA of Goreniska Regional Development Centre Koper	 BSC, Business Support Centre, Ltd., RDA of Goreniska is promoting regional development in terms of policies and economic development an offers a link between the regional and national levels of public authorities in the statistical region of Goreniska. Regional Development Centre Koper advocates the role of regional interests in the field of sustainable mobility and is an important coordinator in the preparation of an integrated
	RDA Green Karst, Ltd. Ministry of infrastructure	regional transport strategy for the South Primorska region. RDA Green Karst, Ltd. is a regional development agency in the Primorsko-Notranjska region in Slovenia, engaged in all areas of regional development, including mobility. Ministry of infrastructure of Republic of Slovenia performs professional and administrative tasks in the fields of PT and represents the main stakeholder within the project corridor.
Private operators	ARRIVA SLOVENIA	• Arriva Slovenia is the largest Slovenian liner carrier, providing its companies with regular bus and coach services in the territory of Slovenia.
	Luka Koper, p.l.c. Fraport Slovenija, Ltd.	 Luka Koper, p.l.c. is within the project corridor important actor in providing tourists from cruise segment. Fraport Slovenija, Ltd. is the manager of the Ljubljana Jože Pučnik Airport and provides the management and operation of
	Ljubljana urban transport (LPP)	the airport and the development of airport infrastructure. • LPP's most important task is to provide safe, reliable and smoothly arranged urban, integrated and intercity public passenger transport throughout the City of Ljubljana and sixteen suburban municipalities.
	SŽ-Passenger transport, Ltd. NOMAGO, Ltd.	 SŽ - Passenger transport, Ltd. is a national railway concession company for domestic and international passenger PT. NOMAGO, Ltd. is offering a wide range of sustainable mobility related services.



Institutional and Political sustainability

- The Transport Development Strategy in the Republic of Slovenia:
 - * Deals with the transport system as a whole and is based on detailed analyses of infrastructure and functioning of the system.
 - * Envisages 108 measures, some of which are on the Inter-Connect case study area, which are representing a conceptual strategic basis for the National Programme.
- Resolution on the National Program for the Development of Transport 2030:
 - * Improving mobility, accessibility, traffic safety and the organizational and operational structure of the transport system.
 - * Proposed transport measures that are needed to be performed within the Inter-Connect corridor.
- Sustainable urban mobility plan of Ljubljana urban region:
 - * improve the accessibility of urban and regional areas with providing resilient low-carbon transportation and mobility in Ljubljana.

Agreements reached among the 11 stakeholders in Slovenia will increase the potential for improvement in the PT provision and intermodality improvement.

The Zagreb metropolitan area case study, Croatia



Feasibility Study on Croatia-Greece railway-maritime tourist route.

- *Most of tourist arrangements involving maritime transport to the southeast of Europe involve road transportation (buses) to Italian ports and then ships to Greece.
- *There are railway lines from Croatia and surrounding countries to Greece, but due to long distance, travel time and expense it can't be expected for travellers to use the railway.
- *Focus of study was on examining transport service and how to improve it, how to achieve quality and more frequent railway connections at transnational level.

The Zagreb metropolitan area case study, Croatia



Stakeholders from which you can take LoS / name of organization	
Croatian National Tourist Board	Institutions mission includes the planning and implementation of a common strategy and the conception of its promotion, <u>proposal</u> and the performance of promotional activities of mutual interest for all subjects in tourism in the country and abroad.
Port of Rijeka authority Port of Zadar authority Port of Split authority Port of Dubrovnik authority	Port authority needs to be included concerning specifications and procedures regarding passengers, <u>operators</u> and port infrastructure.
City of Rijeka City of Zadar City of Split City of Dubrovnik	Local government fosters tourism; creates, <u>formulates</u> and implements politics on local level, specifically mobility. It supports local projects, aligns them with local strategies and connects stakeholders.
Ministry of Maritime Affairs, Transport and Infrastructure	MMATI is responsible for strategic documents and projects for transport infrastructure, recommends development strategy, does strategic infrastructural projects and investment programs of strategic importance for <u>Croatia</u> and prepares project suggestions for Government to approve and implement. From the managerial point of view, the Ministry deals with reconstruction, <u>maintenance</u> and other investments of strategic importance for the development of Croatia.
Ministry of Tourism	Ministry of Tourism is an important stakeholder for the future. Its participation will ensure sustainability of the pilot if the idea is feasible. MoT can insert it into strategic documents and facilitate its implementation.

The Zagreb metropolitan area case study, Croatia



Institutional and Political sustainability

- Transport Development Strategy of the Republic of Croatia 2017-2030:
 - *Assessing and defining the future measures in the transport sector related to international and national transport in all transport segments.
 - *Provides the framework for the development of interventions and defines the interfaces to other strategies or assessments.

Upgrading level of service quality, make it more usable for train service customers, promote intermodal ways of transport will be just a small step forward to eco-friendly means of transport and also boosting public transport service to whole Country.

The Port of Bar case study, Montenegro



Main requirement for the city is to invest in port - city connectivity and this intention consists the key axis of Inter-Connect Bar case examination.

- *Most of tourist arrangements involving maritime transport to the southeast of Europe involve road transportation (buses) to Italian ports and then ships to Greece.
- *There are railway lines from Croatia but due to long distance, travel time and expense it can't be expected for travellers to use the railway.
- *The only intermodal station connecting multiple modes of transport in the Republic of Montenegro is established in the Port of Bar.
- *Connections between the port docks and the rail and road networks are insufficient and there is a lack of infrastructure dedicated to establishing intermodality.

The Port of Bar case study, Montenegro



Type of stakeholder	Stakeholders and a brief description	Role in the case study
Public authority/decision makers	 Ministry of Transport and Maritime Affairs of the Government of Montenegro Ministry of Internal Affairs Ministry of Sustainable Development and Tourism Office for European Integration at the Prime Minister's Office Chamber of Economy Montenegro Bar Municipality Tourism Organization of Town of Bar 	Public administration develops strategies and promotes and encourages the implementation of plans. The public administration also ensures the financing of projects and makes the final decisions on project implementation and investment locations.
Private operators	 The Port of Bar JSC "Barska plovidba" JSC Railway Transport of Montenegro JSC Port of Adria JSC Monteput Ltd. Utilities Ltd. Interlog Bar Private bus carriers (Mediteran express, Zejdin, Blue line, Nikšić transport) 	Companies operate and manage the terminals and provide transport services

The Port of Bar case study, Montenegro



Institutional and Political sustainability

- Transport Development Strategy of Montenegro 2019-2035:
 - *Objective 1.4. Upgrading the port infrastructure and services to support intermodal activities.
 - *Objective 1.13. Addresses the issue of the limited inefficient connection of the Port of Bar to the rail network and proposes measures.
- ➤ Spatial Plan of Montenegro 2020:
 - * Road and railway network development, of water transport, as well as aviation infrastructure.
- ➤ National Strategy for Sustainable Development 2030:
 - *Strategy of Montenegro defining sustainable management solutions with four groups of national resources: human, social, natural, and economic
- Regional Development Strategy of Montenegro 2014-2020



The study will support the developing and implementing a technological solution for intermodal transport

- *Location of the technological solution focused on the area between Durrës ferry terminal and Central train station of Durrës.
- *The area between Tirana and Durrës region is characterized by dominance of road transport on land bound routes and a large number of smaller and bigger ports at the coast line.
- *The connections to the hinterland are poor with many bottlenecks on multimodal connections, while coordination is also inadequate.

Real time information through digital timetables harmonization for travelers using the ferry, rail transport and when needed air transport.



Inter-Connect

Case study phases	Case study phases	Brief description of each phase	
Phase 1	Concept definition	Given the reason that for Albania's rail sector is lagging behind other transport sectors, this study aims to present the basic methodological steps used for the elaboration of a CBA study and the prioritisation of investments of the whole railway network of the country Albania.	
Phase 2	Pre-feasibility study	 a) The technical study provides the basic technical characteristics of the railway network, which are fed into the traffic study for the proper coding of the network and also the construction costs and timelines for the rehabilitation of each section fed into the CBA study for the determination of Capital expenditures. b) The traffic study provides the future transport demand for predetermined time horizons and various railway development scenarios, which is fed into the CBA study for the determination of benefits from the diversion of traffic from road to rail. c) The CBA study combines the input from the two previous steps and applies a special methodology to calculate quantitative financial and economic indicators for each of the railway development scenarios considered under the traffic study. d) The prioritisation of investments is carried out considering the results of the CBA and additional qualitative criteria in the context of a multi-criteria analysis. 	
Phase 3	Feasibility study	The overall economic performance indicators of the scenarios evaluated in the CBA analysis are summarized in the form of graphic in Table 1 "Case study development phases' descriptions" below, including the economic performance indicators.	
Phase 4	Project implementation	By analyzing the traffic demand, we could identify all stakeholders and collecting current data of traffic flow, which will provide information on how to improve passenger mobility and to explore new possibilities for use of the technologically innovative solution. This study will consider the development on rail sector, and prioritize some of identified strategic national projects, to propose the best scenarios for implementing these infrastructure project and impact they will have on the traffic and the mobility of the passengers and tourists.	



Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers	Ministry of Infrastructure and Energy (MIE) Ministry for Europe and Foreign Affairs (MEFA) Durrës Port Authority (DPA) Albanian Railways Institute of Transport	Public administration develops strategies and promotes and encourages the implementation of plans. The public administration also ensures the financing of projects and makes the final decisions on project implementation and investment locations.
Private operators	Railway industry operators Albanian railways partners SME railway undertakings	Operate and manage the terminals and provide transport services
Citizen/Customs	Citizen	Provide feedback regarding the quality of services and propose new measures that must be taken for service improvement in the future



Stakeholder	Level of commitment	Brief description of the commitment level
MIE	Inform, consult, collaborate, empower	The institution responsible for formulation, application and monitoring of the policies, programs, and national standards of road, air, rail, maritime transport infrastructure, contribute to the safety, security and efficiency of all modes of transport the protection of the environment.
MEFA	Inform, consult, collaborate	High level of commitment from the GoA is a member of National Investment Committee via the SSPP/SPP
HSH	Collaborate and empower	Contribute to the better integration of regional connections between ports, airports and main tourist destinations/urban areas
MFE	Inform, consult, collaborate	The fiscal space should always allow the implementation of the project in the infrastructure included critical infrastructure and the Rolling stock and/or equipment
Durrës Port Authority	Collaborate and empower	Support the case examination on developing and implementing the technological solution in the intermodal transport.
Institute of Transport	Inform, consult, collaborate, empower	Collaborate with other institution to support harmonization of bus, train and maritime timetables, Provide information on how to improve passenger mobility and to explore new possibilities for use of the technological innovative solution.



Institutional and Political sustainability

- ► National Strategy for Development and Integration 2015-2020:
 - * National vision for the social and economic development of Albania.
 - * Develop infrastructure to provide greater access to the population.
- ► National Transport Strategy and Action Plan 2016-2020:
 - * Transport policy based on a comprehensive situation of the Albanian transport sector, considering infrastructure networks, regulations and financing instruments.
- ► Albanian National Transport Plan (ANTP 3):
 - * Improving Albania's competitiveness, integrating it into the European and international community, meeting its public service obligations, ensuring better living conditions for its people and creating an environment conducive to economic and social development.
- ► General National Plan of Albania:
 - *Creating the management platform and necessary legal guarantees for a sustainable urban, economic, social and environmental development in the territory.



Effects of movement of central bus and rail stations.

- * Investigate the impact of the relocation of the main railway and bus station to new locations, the Railway Station Belgrade Center and the Bus Station Novi Beograd.
- *Examine relocation impact taking into account the possibility of using intermodal passenger transport and promoting the use of the city rail and inter-city and international railway lines.

Results obtained by research in the Inter-Connect study will be used as the starting point for exploring the impact of the station relocation.





Pilot phases	Pilot phases	Brief description of each phase
<u>Phase 1</u>	Concept definition	The purpose of the case study is to get first inputs and create the concept for further detailed analysis of effects of movement of two main nodes - central Railway and central intercity/international Bus Station.
<u>Phase 2</u>	Pre-feasibility study	Pre-feasibility study should be conducted based on concept definition given through outputs of Inter-Connect project. This phase should include detailed research on local, national and international passenger flows. Inter-Connect Belgrade Case examination plan defined concept relations on International flows and Belgrade catchment area, but local passenger flows are analysed on situation before the movement central Railway station, while movement of Bus station is not started yet. After completion of movement of both stations, pre-feasibility study should give the answers on real needs and benefits of reorganization and optimisation of existing Belgrade Public Transport system and lines.
<u>Phase 3</u>	Feasibility study	It is the project evaluation and approval phase. It means there is a technical study presenting enough information to determine whether or not the project should <u>implemented</u> . This is a "go/no-go" decision. This step should give the answers to the political and social decision on "green light" to get into the process of reorganization and optimization of Belgrade Public Transport system and its subsystems based on comprehensive and very detailed research on all passenger flows, including detailed cost/benefit analysis, social, economic and environmental effects, required investments and funds, as well as funding sources. This phase also should define implementation phases, detail planning of implementation and milestones.
<u>Phase 4</u>	Project implementation	Project implementation can be expected in next 5 to 7 years. However, depending on final decisions at political and social level related to implementation of Belgrade Metro System and final date of Belgrade central Bus Station movement, implementation of optimization of Public Transit lines can be completed in smaller extent related only to lines passing next to existing passenger transport nodes in Belgrade.
<u>Phase 5</u>	Operation & maintenance	Operation and maintenance phase is expected in the time framework of next 3 to 10 years.



Type of stakeholder	Stakeholders and brief description	Role in the case study
Public authority / decision makers Local authority	 City of Belgrade - Secretariat for public transport City of Belgrade - Secretariat for transport 	 Project beneficiary Project developer / supervisory
	-	body
Railway infrastructure manager (public)	Belgrade Railway Node JSC	Main project stakeholder
Public and private bus operators	• Traffic Company "Lasta" JSC	Project stakeholders
Public	• Transportlog – association of Transport managers	• Testing/monitoring (Associated partner)

Stakeholder	Level of commitment	Brief description of the commitment level
City of Belgrade - Secretariat for public transport	Consult to Collaborate. One or more among: Inform, consult, collaborate, empower	Secretariat for Public Transport provided all data necessary for analysis and participated to meetings and Round Tables but didn't show any further feedback.
City of Belgrade - Secretariat for transport	Consult to Collaborate.	Stakeholder participated at meetings and Round Tables, but with often changes in views, level of interest and officers who participated.
Belgrade Railway Node JSC	Consult to Collaborate	Stakeholder participated actively, discussed, and contributed to project activities.
Traffic Company "Lasta" JSC	Consult	Consulted in terms of opinions, issues, and acceptance of concept of intermodality for Bus operators and their position and role in further development of Belgrade Transport system.
Transportlog – association of Transport Managers	Consult	Consulted in terms of professional opinions, issues and possibilities to intervene.



Institutional and Political sustainability

- ► Belgrade Transport Master Plan «Smart Plan»
 - * Develop an approach toward Transit-Oriented Development (TOD) for Belgrade building off the city's recently approved Transport Master Plan (2017).
 - * Explore opportunities to better integrate land use and public transit planning in Belgrade.

Main lesson learnt (1/2)



The results obtained within the Inter-Connect project showed that the common objectives pursued, both at national and regional levels, concern the following aspects:

- *promotion of more attractive public transport services capable of involving an increasing number of users (both commuters and tourists);
- *creation of hub to hub connections between railways, ports and bus stations;
- *creation of integrated fares systems and ticketing for tourists in order to facilitate the intermodal solutions both for passengers and tourists;
- *soft and technological solutions aimed to improve the railway network without major investments;
- *improvement of the real-time information and timetable integration.

Main lesson learnt (2/2)



Key soft solutions founded in the Inter-connect project in order to improve intermodality and sustainable public transport are:

- *better planning of interchanges among local/urban public transport hubs;
- *timetables integrations;
- *real time information systems;
- *better information systems for final users (dedicated app, etc.);
- *a comprehensive public transport systems integrated also with cycling and walking networks;
- *integrated ticketing and e-ticketing;
- *on-demand public transport solutions.