

# TEMPLATE

## Output factsheet: Pilot actions

Version 1

<b>Project index number and acronym</b>	CE886 - CONNECT2CE
<b>Lead partner</b>	Central European Initiative - Executive Secretariat
<b>Output number and title</b>	O.T2.1 - Pilot actions enhancing peripheral and cross-border passenger transport accessibility in CE <i>(D.T2.2.3 - Pilot action no. 1. Assessment and testing of extended cross-border passenger railway connection)</i>
<b>Responsible partner (PP name and number)</b>	PP3 - FUC
<b>Project website</b>	<a href="https://www.interreg-central.eu/Content.Node/CONNECT2CE.html">https://www.interreg-central.eu/Content.Node/CONNECT2CE.html</a>
<b>Delivery date</b>	06.2019
<b>Summary description of the pilot action explaining its experimental nature and demonstration character</b>	

The key object of Pilot Action 1 consists of the practical demonstration of the feasibility of the extended “Mi.Co.Tra.” rail service up to Trieste during the agreed one-year testing period (June 2018 - June 2019) with reference to both technical issues and the need of attracting users..

This extension of the existing cross-border MICOTRA service, linking Udine and Villach with two trains per day in each direction, has been active on Saturdays, Sundays and public holidays (both Austrian and Italian). On weekdays, instead, the Udine-Villach service continues as it is. The overall cross-border connection service is jointly managed by FUC - Ferrovie Udine-Cividale (PP3), and Österreichische Bundesbahnen (on the Austrian side). This train has 2 passenger carriages and at least one carriage for storing up to more than 100 bikes. During the whole (1-year) testing phase, an overall number 117 operation day and 468 performed rail services has been carried out.

Among the technical issues addressed it is to mention those related to the peculiar characteristics of the tested service. In this purpose, it is to recall the need for carrying out quite complicated inversion manoeuvres at the Trieste station, which is a terminal station thus implying that all trains not having locomotives on both sides need to perform complex shunting manoeuvres. Moreover, switching from services having the end of the line in Udine (during weekdays between Monday and Friday) to those starting/arriving in Trieste and vice-versa (during weekends and festivities) implies relevant costs and organizational issues for transferring crews as well as the rolling stock.

In order to (at least partly) counterbalance the costs associated to such complex set up a particular attention must be paid as to provide a service likely to attract users. In this purpose, sustainable tourism and especially cycle-tourism is providing relevant synergic opportunities that have been addressed through the pilot implementation.

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### NUTS region(s) concerned by the pilot action (relevant NUTS level)

In terms of (directly) concerned NUTS regions:

- a) The extension of the rail service (from Udine to Trieste) takes place in the following NUTS3: ITH42, ITH43 and ITH44;
- b) The whole service (from Villach up to Trieste) takes place in the following NUTS3: ITH42, ITH43 and ITH44 and AT211.

Obviously, (indirectly) the impact of the service can be referred to a wider area (origins and destinations of travellers making use of the service as part of a longer path).

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### Expected impact and benefits of the pilot action for the concerned territory and target groups

The impact of the pilot action is related to removing gaps according to a perspective aiming to ensure cross-border connectivity for the local areas but, in the meanwhile, framed in relevant long-distance corridors. Exploring synergies with sustainable tourism has been a key object as to exploit potentials related to the presence of relevant destinations (e.g. Palmanova, Aquileia, Grado) and cycle-touristic routes (Alpe-Adria cycle path).

Given also the achieved outcomes of the pilot, stakeholders involved in cross-border transport are now aiming to a further and strategic enhancement of the service with reference to long-distance connectivity (e.g. between Vienna/Salzburg and Trieste)

With reference the local level dimension, instead, the performed testing is providing key elements supporting the dialogue with local public transport operators as well as local-level stakeholders interested in promoting sustainable tourism through joint initiatives.

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### **Sustainability of the pilot action results and transferability to other territories and stakeholders**

The successful accomplishment of the testing as well the interest raised among users and stakeholders proved sound basis for confirming the decision to keep the service operational (as already devised at time of the AF) also beyond the one-year testing period. In this purpose, a part for the already confirmed extension for at least the whole year 2020, a further temporal extension, referred to the horizon 2021-2025, is being discussed.

Moreover, the transferability of the pilot action is related to the general concept of a rail service (synergic with sustainable tourism) realized through cooperation between bordering regions and then further developed according to a network approach addressing the transnational dimension. In particular, FVG region is applying this concept to the links with neighbouring countries (both Austria and Slovenia) through a strategic commitment that is being framed in a vision also encompassing long-distance connectivity.

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### **Lessons learned from the implementation of the pilot action and added value of transnational cooperation**

Among the key lessons learned it is to highlight the following:

- The management of all organizational elements in proper advance is crucial
- Operational issues concerning the coordination between weekdays and weekends, and the complicated inversion manoeuvres to be carried out in the Trieste station have implied relevant costs
- The synergy with cycle-tourism is a crucial component of the success of this type of service
- Users interpret the service as part of a wider system rather than as an outward and return service. In fact, collected data imply that in many cases other rail services or different modes of transport (esp. bicycle) are used for performing one direction of the trip.

As a consequence, the service is part of a wider system to be addressed according to a strategic approach encompassing both multimodal transport and sustainable tourism. Moreover, it implies an approach where cross-border dialogue is a prerequisite and transnational cooperation is key leveraging factor.

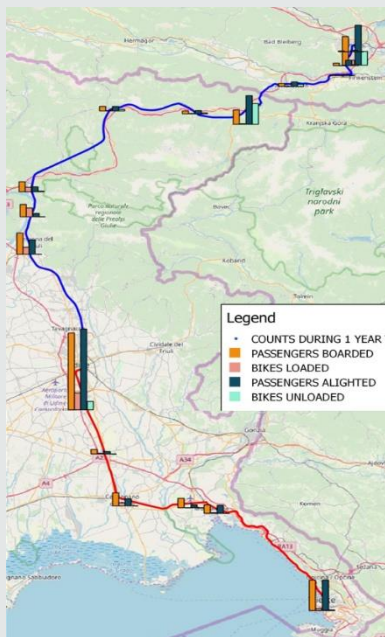
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**References to relevant deliverables and web-links**

**If applicable, pictures or images to be provided as annex**

Deliverable D.T2.2.3 - Pilot action no. 1. Assessment and testing of extended cross-border passenger railway connection

<http://www.ferrovieudineciviale.it/>



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