

# OUTPUT FACTSHEET RMB / PA4

## Two cross-border bus services between AT / HU Version 1

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| Project index number and acronym | CE886 - CONNECT2CE  |
| Lead partner                     | Central European Initiative - Executive Secretariat   |
| Output number and title          | O.T2.1 - Pilot actions enhancing peripheral and cross-border passenger transport accessibility in CE<br><i>(D.T2.2.6 - Pilot action no. 4 - Design of PSO for micro PT transport AT-HU)</i> |
| Responsible partner              | PP9 - RMB   |
| Project website                  | <a href="https://www.interreg-central.eu/Content.Node/CONNECT2CE.html">https://www.interreg-central.eu/Content.Node/CONNECT2CE.html</a>   |
| Delivery date                    | 02/2020   |

### Summary description of the PA explaining its experimental nature and demonstration character

PA4 focuses on the same area as PA3. As in the previous case, Burgenland is crossed by the Sopron-Wiener Neustadt and the Szentgotthárd-Graz lines going through the region in direction east-west. For this reason, PA4 develops a feasibility study for the introduction of two new cross-border bus services between AT and HU. Burgenland, together with Vienna, Bratislava, western Hungary and Styria, is part of a cross-border, functional region. The so-called SETA corridor (South-East-Transport-Axis) runs from north to south through the region and represents the backbone of the public transport. Being embedded in the strategic overall development concept for the further development of public transport in the Burgenland-West-Hungary region, two new bus lines are now to be developed as part of Pilot Action No.4 in order to strengthen the SETA corridor. The new bus lines will connect the city of Graz via the local centers of Southern Burgenland (Oberwart and Güssing) with the SETA corridor (Körmend and Szombathely). The following connections are planned:

1. Graz - Oberwart - Szombathely (HU)
2. Graz - Fürstenfeld - Güssing - Körmend (HU)

After clarification of the legal framework, a status analysis of existing traffic and commuter flows within the project area was carried out. Based on this, requirements for an attractive bus connection including a potential estimate of the short- and medium- and long-term expected passengers was defined. The passenger potential analysis is based amongst others on empirical values of an existing bus line from the Southern Burgenland to Vienna (line G1). Subsequently, a feasibility study on a comparable system between the districts Oberwart, Güssing and Jennersdorf as well as the adjacent Hungarian region and Graz was worked out. Finally, an operational and financing concept ready for implementation was developed in close coordination with the relevant regional and sectoral stakeholders.

**NUTS region(s) concerned by the PA (relevant NUTS level)**

PA4 prepares the introduction of two new cross-border bus services connecting Graz with two branches (Oberwart-Szombathely and Fürstenfeld-Güssing-Körmend) with Southern Burgenland and further on to Hungary. These services are an integral part of the future cross-border public transport system in the Austrian-Hungarian border region.

*Future cross-border public transport network*



NUTS regions covered by the PA are: AT113, AT221, AT224 and HU222

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

The status analysis of existing traffic and commuter flows within the project area revealed that there are large regional disparities in the commuter balance in Southern Burgenland. In addition to a generally clear urban-rural divide in the project area. In general, many commuters from Southern Burgenland travel long distances to their workplace. Cross-border commuter flows have seen a large increase in commuters from Hungary to Southern Burgenland in recent years.

The analysis of the existing transport offers showed that on the route between Oberwart via Hartberg to Graz, there are already attractive commuter connections with different, partly express bus lines, especially for the section Hartberg-Graz. Between Güssing and Graz (via Fürstenfeld and Stegersbach, respectively) the travel time for commuters by bus is still around two hours, that's why the existing lines currently have little acceptance. From Jennersdorf via Fehring to Graz, on the other hand, there is a well-functioning railway connection. Based on a cross-border public transport concept (part of the cross-border mobility project for the region Burgenland - Western Hungary "GreMo-Pannonia", Transport & Media Consulting, 2012), which calculated for Burgenland that 17 % of all professional journeys were made by public transport, a potential public transport share of 17 % in the project area is also targeted for this project.

### Sustainability of the PA results and transferability to other territories and stakeholders

After completing the demand analysis, the next step was the preparation of possible timetables. As the analysis showed, the existing route is basically good within Austria, but there is a lack of cross-border connections. The timetable development therefore optimizes the existing offers and supplements the necessary extensions of the existing lines with the cross-border aspect. Cost estimates were also made for all axes and variants. The calculation of the costs was based on the expected kilometers to be traveled based on the elaborated timetables. Depending on the annual operating days and a kilometer price of € 3.00, this results in the anticipated costs per year.

### Lessons learned from the implementation of the PA and added value of transnational cooperation

Currently there are a few and poorly harmonized bus connections linking HU and AT. Thanks to the feasibility study carried out in PA4, two new cross-border lines connecting strategic nodes in the bordering AT and HU regions with the main hotspot of Graz have been planned.

PA4 has highlighted the main features necessary to plan attractive and effective cross-border bus lines (e.g. high frequency, rapidity and proper set of nodes to serve). On this basis, two new cross-border lines have been planned, and strategic cross-border sections of these lines could be introduced in the next years.

#### Findings:

- Cross-border regional busses strengthen the main transnational corridors (as the SETA corridor) and improve the overall cross-border accessibility with public means of transport
- In order to become competitive compared to car, such services need to be fast, direct, frequent and combined with effective networks serving the areas of origin and destination

References to relevant deliverables and web-links (if applicable, pictures or images to be provided as annex)

- Pilot Action No. 4 - Cross Border Public Service Obligation (PSO); Version 1.0, 06/2019; PP9 - Regionalmanagement Burgenland; Author: MiRo Mobility
- Deliverable D.T2.2.13 - Pilot action final assessment; Version 6.0, 08/2019; Author: Eurac Research
- Figure 1 - Future improved network

