

# 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 (D.T2.2.8 - Pilot action no. 6 - cross-border integrated ticket ITA-SI)
<b>Responsible partner (PP name and number)</b>	LP - PP10 / CEI + SZ-PP
<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>	14.02.2020

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

*PA6 was aimed at enforcing the available multimodal connection bus-train between Ljubljana and Trieste through Villa Opicina train station. To strengthen this service, a multimodal cross-border ticket was introduced which allowed travelling with one ticket covering both a multimodal and transnational trip which supported the travel chain to be more straightforward and appealing for customers.*

*In this purpose, the tricky and experimental nature of the topic faced by the pilot action was related to its multifaced approach as far as it was combining the need to manage not only multimodal but also transnational transport issues. The strong cooperation coordinated by CEI allowed to define a specific path that was step by step followed by the several stakeholders involved in the process, thus leading to several concrete results, well behind the experimental character of the initiative. This was in particular true considering that it was resulting in the extension of the service launched with the pilot initiative after its expected duration, as well as in the concrete (financial) commitment of both directly involved stakeholders of the project (e.g. the Friuli Venezia Giulia Region) as well as external ones (e.g. RFI). Such strong commitment and participation, beside the mere exercise to be provided because of the AF, was one of the most interesting results and achievements of cooperation.*

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

*PA6 encompassed the area of Trieste (ITH44 / NUTS 3) in the Friuli Venezia-Giulia Region (ITH4 / NUTS2) as well as the majority of Slovenian area from the border with Italy to Ljubljana (SI03-SI04 / NUTS2).*

*In Italy, the NUTS areas concerned are the Autonomous region of Friuli Venezia Giulia (NUTS II) and the province of Trieste (NUTS III). In Slovenia, the NUTS area concerned area Zahodna Slovenija (Eastern Slovenia, NUTS II) and statistical regions of Obalno-kraška, Osrednjeslovenska, Primorsko-notranjska and Goriška (NUTS III).*

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

*When Pilot Action Nr. 6 was designed in the original AF of CONNECT2CE project, there were no direct connections with Ljubljana from Trieste, therefore, the launch of an option connecting those cities combining two mode of transport with a unique transnational ticket, was appealing and resulted in the activation of the service both thanks to the strong coordination effort of CEI and of the interest of stakeholders. Additionally, it is to underline how this initiative called for a higher interest for this strategic connection, which was also addressed by a new - and partially competitive - direct service of train connection from Trieste and Ljubljana. Despite this, the PA6 initiative has to be particularly underlined as far it allowed to start a strong cooperation between very different actors of the transport chain, thus paving the way for future collaborative initiatives.*

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

*As said, if from one side one of the main results of the initiative connected to the start-up of the Pilot Action nr. 6 was represented by the strong synergies activated thanks to CEI efforts with the various stakeholders that allowed the concrete start-up of the service, another important result to be underlined is in particular represented by the process itself. In fact, such initiative was particularly shared with the most relevant stakeholders interested in the development of the connectivity of the two transnational territories and resulted in the prolongation of the initiative well behind the necessary deadline originally planned. Such result is therefore representing one the most interesting example of sustainability applied to those kinds of initiative and, in the long run, will be potentially replicated in order to define similar initiative in other context, transport modes and territories.*


*From the environmental point of view, the PA6 provides a concrete alternative and solution for people living both on the Italian and Slovene side and visitors to travel between Trieste and Ljubljana without using a private motorized vehicle. Trains and buses allow users to reduce their carbon footprint and emit less CO2 with respect to cars and motorbikes.*

*The initiative undertaken by RFI, Slovene Railways (SZ), Trieste Trasporti (TT), under the coordination of CEI, can be replicated to further cross border areas across Europe, where the potential for rail connections has not been fully exploited by local/national operators and where a certain transnational mobility demand to be caught is there.*

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

Despite its concrete activation with a transport service connecting with a multimodal and transnational ticket which is still active well behind its necessary experimental nature, Pilot Action 6 represented a very clear example of cooperation and coordination which was step by step managed by CEI. In this purpose it is to mention that the cooperation was one of the main objectives of the consultation set-up for preliminary purposes in order to define a shared methodology with the whole set of relevant territorial stakeholders that have to be involved - directly or indirectly - in the development process of the pilot initiative. Considering the results obtained by this kind involvement process, the added value of cooperation results to be evident in the light of the fact that Pilot Action is still running as well as the commitments activated and resulting in tangible outputs (e.g. RFI investing in Villa Opicina upgrading) and concrete support (e.g. political support of FVG Region supporting the tariff resolution).

**References to relevant deliverables and web-links**  
If applicable, pictures or images to be provided as annex

<p><i>Chart summarizing the main steps and activities carried out by CEI to prepare and implement the PA.</i></p>	<p><i>The web portal where people can purchase the "Connect2CE" online ticket to travel between Trieste - Villa Opicina - Trieste.</i></p>
<p><b>PPs, associated PPs and stakeholders</b> Trieste Trasporti (TT), Slovenian Railways (SZ), CEI, Trenitalia, Friuli Venezia Giulia region (FVG)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Identification of bottlenecks / missing links</b></p> <p>↓</p> <p><b>Cooperation among stakeholders</b></p> <p>↓</p> <p><b>Definition of financial and ticketing issues</b></p> <p>↓</p> <p><b>Political commitment</b></p> <p>↓</p> <p><b>Launch of the PA6</b></p> </div> <div style="width: 45%;"> <ul style="list-style-type: none"> <li>• Renovations works of the road access to Villa Opicina station;</li> <li>• Reactivation of bus stop in front of the rail station.</li> </ul> <ul style="list-style-type: none"> <li>• Technical meetings;</li> <li>• Bilateral talks;</li> <li>• Harmonisation of bus/train timetables at Villa Opicina.</li> </ul> <ul style="list-style-type: none"> <li>• Fares to be applied and allocation of revenues between PPs;</li> <li>• Preparation of web portal and elaboration of e-tickets.</li> </ul> <ul style="list-style-type: none"> <li>• Signing of the Agreement between TT and SZ;</li> <li>• Adoption of the «Tariff Resolution by FVG region.</li> </ul> <ul style="list-style-type: none"> <li>• Information &amp; Publicity (promotional campaigns);</li> <li>• Monitoring of tickets sold and preferred routes/days.</li> </ul> </div> </div>	 <p>The screenshot shows the 'Interreg CENTRAL EUROPE CONNECT2CE' web portal. It features a search form with fields for 'FROM', 'TO', 'ADULTS', 'CHILDREN UNDER 10 YEARS', and 'TRAVEL DATE'. A 'SEARCH' button is visible. The page also includes logos for 'Slovenske železnice' and 'TRENITALIA', and a navigation menu with 'CONNECT2CE', 'Bus transfer', 'Disclaimer', 'Support', and 'Contact'.</p>
<p><a href="https://www.slo-zeleznice.si/en/passenger-transport/travelling-abroad/to-trieste-and-back-with-connect2ce-through-ticket-via-bus-and-train">https://www.slo-zeleznice.si/en/passenger-transport/travelling-abroad/to-trieste-and-back-with-connect2ce-through-ticket-via-bus-and-train</a></p>	