

# OUTPUT FACT SHEET

## Strategies and action plans

Version 2

<b>Project index number and acronym</b>	CE886 CONNECT2CE (Improved rail connections and smart mobility in Central Europe)
<b>Output number and title</b>	<b>O.T3.2.1</b> - Territorial strategies enhancing peripheral and cross-border PT accessibility in CE <u>from</u> <b>D.T3.3.6</b> - Territorial strategy for improving regional and cross-border accessibility in FVG REGION
<b>Responsible partner (PP name and number)</b>	LP - Central European Initiative - Executive Secretariat, LP, CEI (Implementing Partner) PP03 - Ferrovie Udine Cividale, FUC (Implementing Partner)
<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>	28/05/2020

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

#### How the strategy has been developed and (main) addresses challenges

At the beginning of CONNECT2CE project, during the territorial needs assessment phase, project partners in the Friuli Venezia Giulia Region (Central European Initiative and Ferrovie Udine Cividale, in cooperation with the Friuli Venezia Giulia Region) focused on analyzing strengths and weaknesses of the regional public transport service in rural, peripheral and cross border areas. This study <sup>(1)</sup> showed particular need of improvement as regards two out of the three topics tackled by CONNECT2CE project: **improving connectivity** (especially at cross border level) and **developing innovative ICT tools to promote integrated ticketing and tariff schemes**.

Based on the above-mentioned assessment, and using a project developed online tool (Transnational tool for improving peripheral and cross-border passenger transport in CE), the methodologies, the requirements and the steps needed to improve cross border connectivity and to develop ICT platforms for integrated ticketing and tariff schemes were examined, paving the way to the concrete development of two specific piloting activities: the improvement of cross border connections between Austria and Italy through testing the extension up to Trieste of the MiCoTra rail service (already linking Villach and Udine) as well as the development of an integrated ticket linking between Trieste and Ljubljana (more information on piloting activities available on Pilot action output factsheet<sup>2</sup>).

The Regional Strategy of the Friuli-Venezia Giulia Region is characterized by the capitalization of the main results of the pilot actions performed at project level within the region, declined in a more strategic approach and vision. In particular **connectivity** and **integrated ticketing and tariff schemes** have been the main themes faced by both the pilot initiative themselves as well as by the stakeholders involved. Therefore, by sharing the different steps of its evolution, it was possible to define result-oriented approaches for the future definition of PT management and planning within the area.

In this purpose, it is to recall that three workshops were held in Trieste, at the CEI premises (November 2018, April 2019, October 2019) as well as other meetings (e.g. Ljubljana 10/10/2019) were held in order to highlight the baseline aspects that have been used to compose the proposed strategy. During these meetings in fact, a strict cross-border dialogue with FVG local and regional administration, Austrian and the Italian national railway operators as well as EGCTs, local public transport operators were carried out with the main aim of collecting relevant points of view on the main topics faced by CONNECT2CE project to be further elaborated into the strategy.

The document was then elaborated according to the main feedbacks of the discussion and structured in advices flowing into expected scenarios addressed by driving strategies which highlighted the importance of some main topics which are including the opportunities coming from the new regulatory framework and contract on LPT services thus being much more adaptable to variable situations and in particular to green goals and sustainability, with particular reference to the interconnection to last-mile, local connectivity, as well as peripheral and bordering areas

#### Adoption/implementation

Success of such strategy was then confirmed by the subscription of a dedicated letter of support signed by the Director of Regional and Local Public Transport Division of Friuli-Venezia Giulia Region as to underline the usefulness of the efforts made so far by CONNECT2CE project in defining a specific path to further develop cross-border mobility within the area.

#### Key objectives of the strategy

on the basis of the aforementioned challenges, 5 main addresses have been highlighted as drivers of the future achievements and perspectives. In particular:

- **better addressing the use of funds** in order to primary support initiatives that are unlocking major other investments of peculiar services;
- cross-border and transnational dimension is an essential aspect given the geographical positioning and morphology of FVG Region. Hence, the already existing **commitment for cross-border and transnational cooperation and integration** must be kept and further developed;

- the multifaceted issue of **integrating PT services** (services, fares, ticketing, information etc.) plays a key role in the development of a more sustainable multimodal transport system;
- **jointly addressing the synergic themes of transport services, territorial marketing and tourism** is a key success factor to be further exploited;
- **pursuing and investing in ICT systems and services** able to connect in a smart and instant way different topics and services to the PT need to be preserved and further improved.

#### **Transnational added value**

A vision embracing the cross-border and transnational dimension represents a guiding principle of this strategy as well as of the pilots developed within CONNECT2CE. In particular, the transnational dimension is to be underlined also with reference to a wider perspective where removing cross-border gaps (through different pilots and intervention conceived) allows and foster connectivity across long-distance corridors and the overall network. In this purpose, it is to recall the strategic positioning of FVG region, in correspondence of the Alpine and border crossing of two TEN-T Core Network Corridors: the Mediterranean and the Baltic-Adriatic. Hence, the strategy promoted is setting the ground for synergic further exploitations (through the activation of enhanced services and thorough planning at local/regional level) of the infrastructural realizations being carried out along these corridors.

#### **NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)**

The main area involved in in the strategy encompasses the area of Friuli Venezia-Giulia Region (ITH4 / NUTS2). Nonetheless, considering the strict synergy with the neighboring territories of Slovenia and Austria respectively involved by PA6 and PA1, partially also those areas should be somehow mentioned as concerned.

#### **Expected impact and benefits of the strategy/action plan for the concerned territories and target groups**

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<sup>1</sup> The study “Territorial Needs Assessment for Friuli Venezia Giulia region” is available in project website: <https://www.interreg-central.eu/Content.Node/CONNECT2CE.html> - project documentation)

<sup>2</sup> Pilot action output factsheets are available at this link: <https://www.interreg-central.eu/Content.Node/CONNECT2CE.html> - project documentation

**Expected effect of this strategy:** FVG strategy is expected to push for **developing** some specific fields of mobility to promote the **use and attractiveness of Public Transport (PT)**. This will be in particular achieved by exploiting the potentialities coming from previous projects (**best practices**), thus improving further financing of **innovative solutions** exploiting the disruptive potentialities of ICT applications at different levels and including the possibility to integrate PT with other services offered by territories (with particular reference to tourism).

**Who benefits from the strategy:** Basically, PT users in general will benefit as far as, both **citizens/commuters** and **occasional users** such as **tourists** will take advantage of the innovative solutions that are going to be tackled.

**Policy of institution uptake:** Considering that a **support letter** has been signed by the Director of **Friuli-Venezia Giulia Region** and that the entire process of construction of the strategy benefit from suggestions and comments from stakeholders coming from different levels, the content of the strategy should be positively considered at policy level when planning future transport initiatives.

### Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

**Sustainability of the output after the project end:** As far as the strategy is proposing measures addressing somehow wider aspects connected to the future development of public transport on a medium-long term perspective, if followed, those measure will be able to drive future choices well over the project lifetime.

**Transferability to other territories:** This is in particular true also if seen from an interregional (and cross-border) perspective as far as the measures suggested to implement the regional strategy of Friuli-Venezia Giulia should easily be taken into consideration also for others neighboring territories which are already dialoguing with.

**Transferability to other stakeholders:** Moreover, stakeholders involved at different level into the development of the strategy will also represent a potential beneficiary of implemented steps, as far as they'll be able to spread results achieved so far in other specific context across the regional borders, thus supporting and improving cross-border mobility.

**Transferable lesson(s) learned:** In this purpose, the dialogue (among stakeholders of different level) has been definitively highlighted as one of the main lessons learned in the process of implementation of the strategy, together with the high potentialities to be exploited by learning from the past experiences of previous initiatives already carried out.

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

**Relevant related project deliverables:** Project deliverables strictly connected to the achievement of the regional strategy (i.e. D.T3.3.6 - Territorial strategy for improving regional and cross-border accessibility in IN FVG REGION) are the ones related to the process of its implementation which are including the whole set of consultation and involvement of stakeholders, those are in particular:

- D.T1.2.3 - Territorial needs assessment for FVG Region, where first information is set in order to start-up of the discussion;
- D.T2.2.11-12-13 Pilot action assessments (first/intermediate/final), where relevant information of the piloting initiatives were provided as baseline of the discussion with stakeholders;
- D.T3.3.2-4 - Local stakeholder workshops, in which stakeholders were consulted
- D.T3.3.15 - Reports on cross-border governance structure involvement, which gave an additional - wider - point of view on such theme
- D.T3.3.6 - Territorial strategy for improving regional and cross-border accessibility in FVG Region, which is the strategy described here.

**Where to find them:** Majority of the cited deliverables are available through the project website (<https://www.interreg-central.eu/Content.Node/CONNECT2CE.html>) at the section “project documentation”.

**Images and pictures of the output:** No relevant pictures can be provided in relation to the strategy developed, apart from the ones contained in the reports of the stakeholder’s consultations testifying their involvement.