

OUTPUT FACT SHEET

Strategies and action plans

Version 2

Project index number and acronym	CE886 CONNECT2CE
Output number and title	D.T3.3.10 Territorial strategy for improving regional and cross-border accessibility in Western Hungary
Responsible partner (PP name and number)	KTI PP6
Project website	https://www.interreg-central.eu/Content.Node/CONNECT2CE.html
Delivery date	05/2020

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

Main challenge addressed by the strategy: The Strategy focuses on all the three themes addressed in C2CE: *connectivity, tariff and ticketing, info-mobility*.

The main challenge of this territorial strategy is how to improve/re-establish cross-border transport connection to offer a realistic alternative to the use of private cars.

The key objectives of the strategy: coordinated management of cross-border public transport (1), the improvement of the offer of cross-border public transport (2) services and the development of multimodal integrated cross-border public transport (3). They are further developed into 5 aim/goals:

1. Establishment of a common cross-border coordination and management body for coordination of public transport offer and demand and management of common cross-border lines (possibly by a new competent EGTC)
2. Definition of rules of operation of cross-border public transport
3. Changing modal-split of passenger transport from private cars to public transport
4. Harmonization of offered services and public transport rules on both sides of the border
5. An integrated and seamless cross-border transport service by using a single ticket, offered to a cross-border passenger

How the strategy has been developed (and its transnational added value): the strategy has been developed by organizing three consultation workshops (October 2018, April 2019, November 2019) with the border and cross-border public transport stakeholders. These events were organized by KTI in cooperation with GYSEV for the involvement of practical challenges, views and proposals for elaboration of transnational tools, transnational toolboxes and development strategy on cross-border public transport. The workshops engaged triple stakeholder representation if public authorities, research institutions and transport operators: Ministry for Innovation and Technology who orders public transport (ITM KTI's AP), municipalities, local governments, deconcentrated regional government offices, ÉNYKK/Volánbusz regional and local bus provider, MÁV-START national rail operator, universities, local associations, Westpannon regional development agency, etc. It included participants from both sides of the border and the strategy can be adopted by other peripheral rural border regions with similar problems by taking into account the respective local characteristics.

Adoption/implementation: As of August 2020 a letter of intent made from the strategy has been adopted by the transport responsible Ministry for Innovation and Technology in Hungary and the two main regional public transport operator companies in the area GYSEV/Raaberbahn for trains and Volánbusz for buses.

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

The core focus area of the strategy in Vas County (NUTS3-HU222) within Western Transdanubia (NUTS2) region (HU22). The strategy also takes into account the neighbouring Hungarian Győr-Moson-Sopron county (NUTS3) and also Burgenland (AT11) province in Austria particularly Southern (Südburgenland AT113) and Central Burgenland (Mittelburgenland AT111).

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

Expected effect of this strategy: Activities and measures for improvement of accessibility of border and cross-border regions need a coordinated approach of transport authorities from each side of the border. Establishment of a common cross-border body (e.g. joint commission or competent EGTC) that is formed of representatives from both sides of the border is suggested. For the Hungarian part, it is crucial to establish stronger coordination or affiliation with the existing timetable coordination body of KTI (“Passenger Directorate”) and the operators and the Ministry. Due to regional level cooperation with neighboring countries, joint service planning and monitoring are encouraged. Local transport authorities and operators should be involved in the process of defining the cross border area and lines.

Who benefits from the strategy: For the shake of the main beneficiary, the **passenger**, attractive service the offer of the cross-border public transport service should be improved. The main target group companies OEBS and GYSEV are operating cross-border lines, of which national part is included in PSO, therefore, it is recommended to build on organization and management of cross-border lines on the good practice of the railways. The cross-border line model could be upgraded by extending services in the border regions (e.g. between Fehring and Szentgotthárd) to have less cross-border P&R users due to the significantly higher service offer and operating hours & tariff advantages. The Austrian section is due to be electrified and upgraded till 2028. Most of the plans above are depending on the single-track line future capacity upgrade options.

Policy of institution uptake: An attractive public cross-border transport should be as seamless as possible, supported by efficient and well-managed integration of tariff schemes and ticketing systems and backed by integrated infomobility system. The building of an integrated multimodal cross-border transport region is preferable to the single cross-border lines connection (e.g. combined tickets, confined to the specific line connections). Use of the system should be simple and easy to understand. A good model of integration is a German & Czech transport regions practice where a regional ticket is also valid in the first zone of the neighbouring region. Yet this measure as of August 2020 requires further efforts to be done on the both institutional and financial level.

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: There is an ongoing intention from policymakers and local and regional stakeholders to support modal shift towards public transport means in cross-border public transport. The intention is well-supported by environmental and also economical aspects.

Transferability to other territories: the policy recommendation of the strategy and the results will be used at the Austrian-Hungarian and other border areas to improve cross-border transport connection. The current pandemic lockdowns, of course, makes it more difficult but hopefully, it will be better employed later.

Transferability to other stakeholders: The results are transparent and modular ones so the most part can be used without major revision by other regions' stakeholders with similar challenges.

Transferable lesson(s) learned: The main lesson to consider is that a cross-border strategy requires an effective involvement of authorities from the bordering countries, in order to find satisfactory agreements and synergies.

References to relevant deliverables and web-links

If applicable, pictures or images to be provided as annex

Relevant related project deliverables:

- D.T1.2.7 Territorial needs assessment for Western Hungary
- D.T1.2.13 Transnational study on regional/cross-border railway and PT connections
- D.T1.3.1 Transnational tool for the improvement of regional/cross-border railway and PT connections
- D.T2.2.5 Pilot action no. 3 - Harmonization of bus and train timetables in the Hungarian border area
- D.T3.2.1 Transnational toolbox for improving regional and cross-border railway and PT connections

Also the respective DT3.3.11 & 14 strategies elaborated for Burgenland province and Győr-Moson-Sopron county are ensuring synergies without overlapping. During this cooperation project it was an important transnational added value that the main stakeholders from either side could jointly work the respective project milestones (deliverables). All the 3 different strategies reflect a jointly agreed development aims and frameworks for cross-border public transport. The implemented service extension on the Austrian side (1) together with the infomobility upgrade of a developing multimodal hub at a border town in Hungary (2) and the efforts made for preparing further timetable harmonization in border areas (3) were well defined and realised during the project. The next steps envisaged by the coordinated strategies can be built on the already achieved results once the pandemic situation makes it possible.

Where to find them:

At the “project documentation” part all including the above highlighted relevant documents can be downloaded:

<https://www.interreg-central.eu/Content.Node/CONNECT2CE.html>

Images and pictures of the output: The following sample images are extracted from the Strategy (D.T3.3.10)

STRATEGY		AIM/GOAL
S1	Coordinated management of cross-border public transport	<ul style="list-style-type: none"> • establishment of a common cross-border coordination and management body for coordination of public transport offer and demand and management of common cross-border lines (possibly by a new competent EGTC) • definition of rules of operation of cross-border public transport
S2	Improvement of the offer of cross-border public transport services	<ul style="list-style-type: none"> • changing modal-split of passenger transport from private cars to public transport • harmonisation of offered services and public transport rules on both sides of the border
S3	Development of multimodal integrated cross-border public transport	<ul style="list-style-type: none"> • an integrated and seamless cross-border transport service by using a single ticket, offered to a cross-border passenger