

OUTPUT FACT SHEET

Strategies and action plans

Version 3

Project index number and acronym	CE886 - CONNECT2CE
Output number and title	D.T3.3.11 TERRITORIAL STRATEGY for improving regional and cross-border accessibility in BURGENLAND
Responsible partner (PP name and number)	PP9 - RMB
Project website	https://www.interreg-central.eu/Content.Node/CONNECT2CE.html
Delivery date	08/2020, corrected version by 11/2020

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

The main objectives of the strategy: CONNECT2CE tackled three main themes connected to PT optimization: **connectivity, integrated ticketing and tariff schemes** and **innovative ICT tools on info-mobility**. Burgenland was targeting at the topic of **improving connectivity** in the Austrian-Hungarian cross border region by developing and implementing cross border public transport services. The main task is to improve linkages between the SETA axis and the surrounding regions in Austria and Hungary in order to improve cross-border public transport accessibly in the region.

The regional strategy of Burgenland is characterized by the capitalization of the main results of Pilot Action nr. 4 and the consultation of the relevant stakeholders.

The main objectives of the strategy are:

- Get political support: Raise awareness for the benefits resulting from the planned projects on the regional, national and transnational level. Only the infrastructure projects included in the national rail infrastructure development plan (target network) have a high probability to be implemented.
- Bring forward the implementation of the necessary rail infrastructure projects and the implementation of the new/improved cross-border bus connections
- Secure financing for the implementation of the necessary infrastructure development projects and the transport services operated on this infrastructure on the national and the regional level
- Apply a user-oriented service design considering the mobility patterns of all different user groups (commuters, tourists, residents, etc.)
- Secure sustainable operation of the transport services by setting up efficient management structures (taking into account marketing & communication activities and maintenance works)

For the realisation on these objectives five main measures were developed.

Transnational added value:

The stakeholder workshops engaged triple stakeholder representation including the Regional Government of Burgenland, research institutions and transport operators (VOR, KTI, GYSEV, MiRo Mobility, verracon). The involvement of the representatives of KTI and GYSEV brought an added value to the strategy.

The synergies resulting from involvement the pilot actions and the development of strategies (D.T3.3.10 & D.T3.3.14) of the two partners KTI and GYSEV were particularly valuable for the future mobility in the entire region. Furthermore, the cooperation in this project has reinforced once again the cross border cooperation and the mutual priorities and starting points have been discussed.

During the stakeholder consultation process, a vision of the future public transport system was elaborated. The vision is addressing the main and specific objectives of the region (see picture at the end of this document).

Additional, the strategies of KTI and GYSEV (D.T3.3.10 & D.T3.3.14) are taken into account and bring a lot of synergy for all involved project partners and the improvement of the public transport in the functional region. Bilateral support, well coordinated objectives and strategies are particularly important for improving public transport in the cross-border region.

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

NUTS regions covered by the strategy:

All three NUTS regions (AT111, AT112, AT113) of Burgenland (AT11) are covered by the strategy. With the focus on cross border mobility and functional region the neighboring Hungarian counties Győr-Moson-Sopron (NUTS3), Western Transdanubia (NUTS2), Lower Austria (AT12), Vienna (AT13) and the east of Styria (AT224).

The focus area of the pilot action was NUTS3 AT113, AT224 and NUTS2.

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

Expected effect of this strategy: This strategy is expected to improve cross border accessibility in the Austrian-Hungarian cross border region.

Who benefits from the strategy: The improvement of the cross border accessibility will bring an essential benefit to all regions within Burgenland and with focus of the cross border and functional region. It will also bring benefit to the west Hungarian regions, to the eastern part of Styria, south eastern part of lower Austria and Vienna.

Target groups: The improvement of the accessibility will support the commuters and can also give a boost to the touristic development.

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

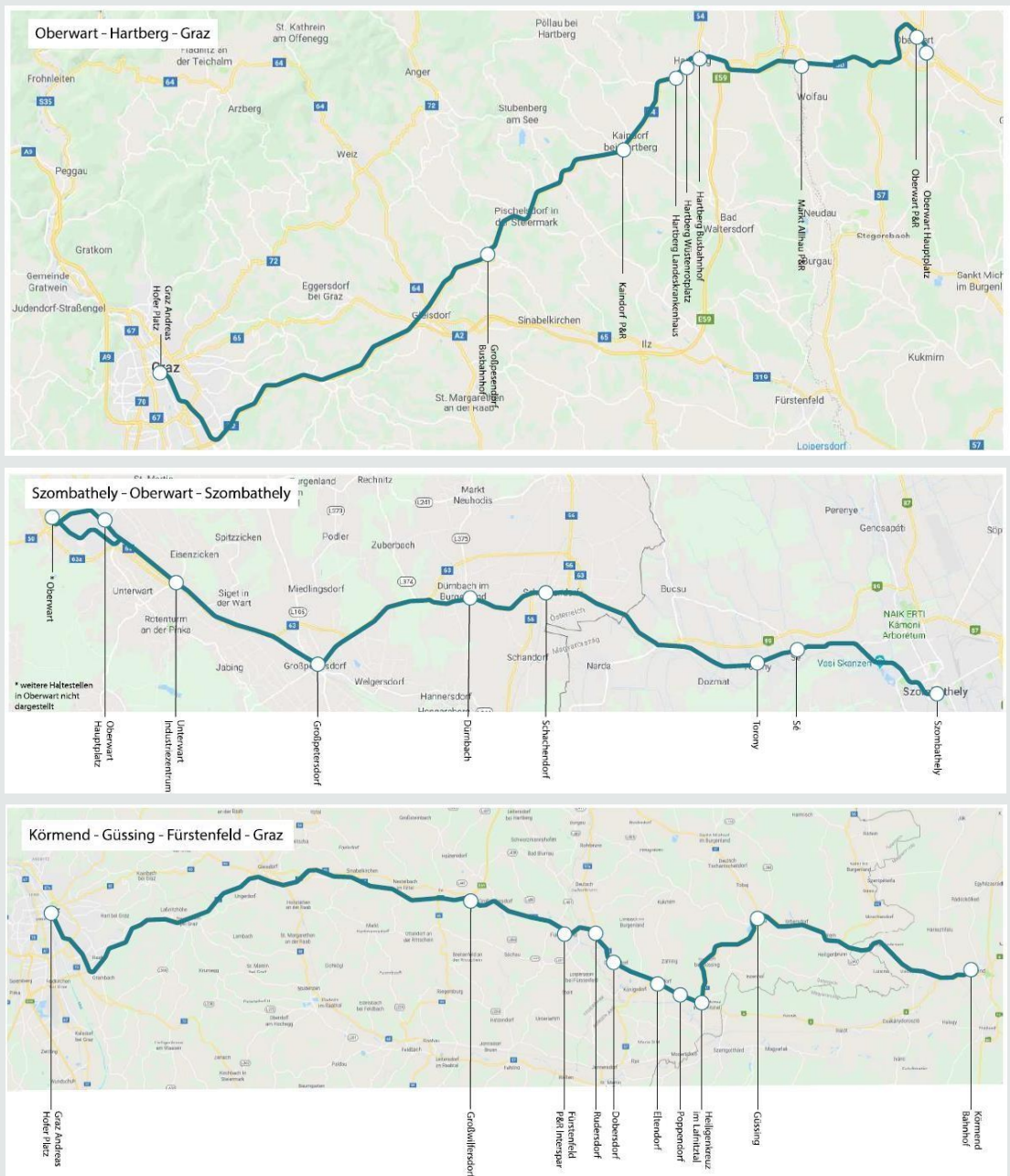
Sustainability of the output after the project end: On the long term, Burgenland will work on the realization of the vision of the future public transport system, which was elaborated during the stakeholder consultation process. After implementing all necessary infrastructural and organizational measures, the SETA corridor can provide a high level backbone for the future public transport system of the cross border region. Well connected with the regions on the Hungarian and the Austrian side of the corridor, the SETA corridor can provide fast connections to the main agglomerations in the north (Vienna and Bratislava) as well as in the south (mainly Zagreb, but also Graz). The SETA corridor is actually mostly not part of the TEN-T CNC.

On the short term, as an output pilot action of the project, the first part of the bus lines between Hungary and Austria will be established in the beginning of 2021. The new bus lines shall in the future connect the city of Graz via the local centres of Southern Burgenland (Oberwart and Güssing) with the SETA corridor (Körmen and Szombathely). In the first step, the busses will connect Graz with Güssing and Oberwart.

Transferability to other territories: the main objectives of the strategy can be transferred to other territories with similar challenges.

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
- D.T3.3.11 TERRITORIAL STRATEGY for improving regional and cross-border accessibility in BURGENLAND
- D.T2.2.10 Output Factsheet of KTI (Hungary) & D.T2.2.14 Output Factsheet of GYSEV (Hungary)
- Figure 1 - Planned bus lines (Future improved network)



Picture of the public transport system including the SETA corridor (vision)



- TEN-T Core Network Corridors (https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/SchematicA0_EUcorridor_map.pdf)