OUTPUT FACT SHEET

Strategies and action plans

Project index number and acronym	CE886 CONNECT2CE
Output number and title	D-T3.3.15 - Territorial strategy for improving regional and cross-border accessibility in the Province of Bozen
Responsible partner (PP name and number)	Eurac (PP2)
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 for South Tyrol (O.T3.2.1) focuses on all the three themes addressed in C2CE: *connectivity*, *tariff and ticketing*, *info-mobility*. For these, 10 major challenges have been identified (see Table 2 in the Strategy). These challenges relate to technical and planning elements useful to improve the cross-border public transport (PT) between South Tyrol (IT), North Tyrol (AT) and also Trentino (IT).

Key objectives of the strategy: Based on the 10 major challenges, the Strategy has developed 5 "goals" (see Table 3 in the Strategy). Three of them regard the improvement of the *connectivity* (1-3), one the *tariff and ticketing* integration (4), and one the *info-mobility* harmonization (5). In particular:

- Goal 1: Setting up connections suitable for daily trips in main cross-border destinations
- Goal 2: Improving the harmonization of the connections across national borders
- Goal 3: Decreasing the number of changes needed for the main cross-border connections
- Goal 4: Improving the cross-border interoperability among ticketing options and passes
- Goal 5: Supporting and promoting the upgrade of info-mobility data to the EU standards

How the strategy has been developed (and its transnational added value): The challenges and related goals have been selected with the support of stakeholders from South Tyrol, North Tyrol, Trentino and the EGTC "Tyrol-South Tyrol-Trentino". Involved stakeholder have covered different transport related tasks for the area of South Tyrol. Specifically, STA represented the main provincial transport provider (of bus and rail services), the Autonomous Province Bozen the main policy-making body of the region, while the NOI Techpark has covered the expertise in the key field of info-mobility technologies. Also for Trentino and North Tyrol, representatives of the regional/provincial policy-making bodies have been involved. This consortium has allowed integrating: 1) stakeholders belonging to the same filed of expertise but coming from different regions; 2) stakeholders belonging to the same region (South Tyrol)

but with different expertise and roles. Moreover, the direct involvement of representatives from North Tyrol and the EGTC was a relevant added value to the transnational scale. They participated in the stakeholder workshops and interviews implemented during the project and pointed out their PT priorities according to the topics highlighted by the analysis made by Eurac.

Adoption/implementation: The Strategy has been adopted through the signing of the support letter prepared in C2CE. This has been signed both by a representative of the local transport authority STA and by the provincial council member for transport and infrastructure.

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

Three main regions have been involved in the strategy: South Tyrol (NUTS3 region ITD10), Trentino (NUTS3 region ITD20), and North Tyrol (NUTS2 region AT33). These three areas belong to the EGCT Tyrol-South Tyrol-Trentino. The core focus of the Strategy was on the South-North Tyrol cross-border integration.

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

Expected effect of this strategy: The Strategy is expected to contribute to the improvement of PT in cross-border commuting. It has proposed interventions that should complement the actions already planned (or ongoing) at provincial level. Therefore, it could represent an incremental contribution to the provincial measures.

Who benefits from the strategy: The main target group are the commuters crossing the border for e.g. work or educational purpose. Both the commuters between South and North Tyrol, and the travelers intended to reach long-range destination as Munich, Vienna and Zurich are taken into account.

Policy of institution uptake: The strategy has been adopted at institutional level through the support letter. The proposed interventions have been developed in accordance with the actions already planned at provincial level and the opinions of involved stakeholder focused on the policy level. Therefore, they might be considered within a future transport-planning framework.

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: The content of the Strategy considers the long-term PT development perspectives planned by South Tyrol. As such, the elements included in the Strategy refer to a long-term perspective that goes beyond the project duration. For example, the proposed improvement of the timetables included in the Strategy has taken into account the purchase of new trains that is planned by the Province for the upcoming years. Yet, the suggested app for comparing tariffs for cross-border travels has considered the high engagement of the local transport provider (STA) in the development of new ICT solutions.

Transferability to other territories: Some goals/interventions could be transferred since the addressed challenges are common to many other border areas. That applies especially to the development of *tariff and ticketing* offers/digital tools, the upgrade of the *info-mobility* data, and to some *connectivity*

options (as strategic timetable improvements) that do not require very high investments. For instance, various ticketing apps could integrate a "tariff comparison function" if data on cross border fares are available. In addition, the improvement of timetables is a broadly recognized issue both in scientific literature and at policy level. This often derives from the lack of cooperation among bordering countries, which often plan their national-based timetables without including the cross-border harmonization.

Transferability to other stakeholders: Stakeholders as e.g. transport companies working on tariff and ticketing and info-mobility tools could take inspiration from the proposed solutions. The same could apply e.g. to transport operators working across regional borders.

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: They include the Territorial Need Assessment of South Tyrol (D.T1.2.2); the minutes of the three Stakeholders´ Workshops (D.T3.3.2-4); the three Transnational Toolboxes (D.T3.2.1-3); the Strategy itself (D.T3.3.5); and the report on the cross-border governance structure involvement (D.T3.3.15).
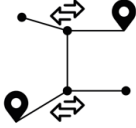
Where to find them: The following deliverables can be found in the project website at the section "project documentation": D.T1.2.2, D.T3.2.1-3, and D.T3.3.5. The following deliverables are attached to this factsheet: D.T3.3.2-4 and D.T3.3.15.

Images and pictures of the output: The following sample images are extracted from the Strategy (further details and other images can be found in the related deliverable).

- *Image 1*: The ten major challenges identified in the strategies (called "topics")

Ten major topics	
Connectivity	**01.** Availability of links suitable for daily trips in main destinations
	02. Provision and management of the rolling stock
	03. Share of harmonized/not harmonized connections
	04. Number of changes needed per connection
	05. Presence of interoperability issues (e.g. supply systems)
Tariff and ticketing	**06.** Interoperability between ticketing options
	07. Availability of unified cross-border purchasing platforms
Info-mobility	**08.** Availability of cross-border multimodal info-mobility systems
	09. Availability of data holding EU standards for sharing
	10. Availability of cross-border info-mobility systems

- *Image 2*: The five goals of the Strategy

Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Connectivity	*Connectivity*	*Connectivity*	*Tariff and ticketing*	*Info-mobility*
*Setting up connections suitable for **daily trips** in main cross-border destinations*	*Improving the **harmonization** of the connections across national borders*	*Decreasing the **number of changes** needed for the main cross-border connections*	*Improving the cross-border **interoperability** among **ticketing** options and **passes***	*Supporting and promoting the upgrade of info-mobility **data** to the **EU standards***

- *Image 3*: The three "driving strategies" included in the Strategy

Driving strategies		Related Measures
	STRATEGY A: *Making cross-border daily travels possible and attractive*	**MEASURE 1:** Introduction of early-morning/late-evening links to encourage daily trips by train ([Annex 3](#))
		MEASURE 2: Reduction of the transfer times for the introduced early-morning/late-evening links
		MEASURE 3: Reduction of the number of changes for the introduced early-morning/late-evening links
	STRATEGY B: *Making Bolzano-Innsbruck a regional integrated line*	**MEASURE 4:** Reduction of the share of Bolzano-Innsbruck connections with a transfer at Brenner ([Annex 4](#))
		MEASURE 5: Introduction of commercial offers to spread the use of EC connections among commuters ([Annex 4](#))
	STRATEGY C: *Supporting the spreading of digitalization processes*	**MEASURE 6:** Promotion of the digitalization of tickets and passes in the whole area of the Euregio ([Annex 5](#))
		MEASURE 7: Promotion of the data standardization and quality assurance in the nearby Italian provinces/regions

- *Image 4*: The sample MEASURE 1 (related to the driving strategy "A")

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TAKING **COOPERATION** FORWARD

STRATEGY A:
Making cross-border daily travels possible and attractive

CURRENT CONDITION:	MEASURE 1:
Scheme of the first daily connections towards the main cross-border destinations	Scheme of the first daily connections towards the main cross-border destinations

Current Condition diagram:

MUN

09:03 / 10:16

KUF — 07:17 / 09:02

08:17 / 08:51

07:45 / 11:20 — ZUR ← INN → VIE — 08:17 / 12:30

09:48 / 13:20

07:13 / 11:30

07:33 / 08:11

07:32 / 09:38 — BRE

06:02 / 07:22

BOZ

Legend:
- ■ Nodes
- ☐ First daily connections
- ▣ Missed connections

BOZ: Bolzano; BRE: Brennero; INN: Innsbruck; KUF: Kufstein; MUN: Munich; VIE: Vienna; ZUR: Zurich.

Measure 1 diagram:

MUN

09:03 / 10:16

KUF — 07:17 / 09:02

08:17 / 08:51

07:45 / 11:20 — ZUR ← INN → VIE — 08:17 / 12:30

09:48 / 13:20

07:13 / 11:30

07:33 / 08:11

07:32 / 09:38 — BRE — 05:00 / 07:06

06:02 / 07:22 — BRU ← 04:55 / 05:35

MER → 04:00 / 04:54 — BOZ ← 04:00 / 04:50 — TRN

Legend:
- ■ Nodes
- ☐ First daily connections
- ☐ Second connections
- ▢ Introduced train connection
- ▢ Introduced bus connections

BOZ: Bolzano; BRE: Brennero; INN: Innsbruck; KUF: Kufstein; MUN: Munich; VIE: Vienna; ZUR: Zurich; MER: Merano; TRN: Trento; BRU: Brunico.