



BEST PRACTICE OF CROSS-BORDER PUBLIC T TRANSPORT IN CENTRAL EUROPE TO TEN-T NODES

Strategy building process

Final

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This document was developed in the partnership of TRANS-BORDERS

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1. What this document is for

This document highlights the activities and measurements of TRANS-BORDERS so that authorities can learn from each other. It does not replace the Department's strategies for regional and local authorities on cross-border public transport but should be read in conjunction with it.

As the regional and local authorities in all partner regions have developed development plans for public transport, this has itself stimulated a considerable part of the exchange of information. The regional government agencies were also actively involved in bringing the authorities together to discuss progress on TRANS-BORDERS and exchange ideas.

This document has been developed primarily to help local authority officers responsible for developing and operating cross-border public transport. However, we also hope it will be of interest to the wider audience now involved in the cross-border public transport development, including transport operators and providers, local communities, businesses, and transport interest groups.

This document focuses on the process of preparing the transnational strategy, objectives and performance indicators for sustainable cross-border public transport. While we recognize that there is relatively little time before authorities have to change their planning's for better cross-border transports, the guide should still prove useful. Much of the good practice highlighted will be relevant to the development and implementation of common cross-border public transport. Actually, this is a period of the rapid development of transport policy and there is likely to be some plan amendment and replacement in many cross-border regions during the upcoming years.



2. The Cross-Border Transport Planning Process

This chapter describes the key steps in developing regional cross-border public transport strategies to set the context for this strategy building document.

2.1. Saxony (Germany)

The cross-border public transport in Saxony can be carried out by domestic and foreign companies. However, the establishment of cross-border passenger services requires the permission of all countries concerned on the respective sections. The particular challenge of cross-border local transport planning and organization lies above all in the strong anchoring of public passenger transport in national structures and hierarchies.

The legal basis for regular public passenger transport services in Germany were, for example, Section 8 and 42 German passenger transport Act, Regulation (EC) No 1370/2007 and Regulation (EC) No 1073/2009 of the European Parliament and of the Council as well as the local public transport plan for the respective region. The local transport plan regulates the requirements for a line permit, which may only be issued in accordance with the local transport plan. In general, it makes statements on the scope and quality of the transport services as well as on the requirements for environmental quality and also observes the objectives of spatial planning in accordance with the Spatial Planning Act.

The Transport Association Upper Lusatia / Lower Silesia lists in its local transport plan potential border crossings for cross-border bus connections to their neighboring countries and defines the transport requirements. If a potential for further cross-border bus connections is foreseeable and corresponding efforts are made by transport companies or task carriers, the Transport Association Upper Lusatia / Lower Silesia supports these activities, for example by mediation between partners or by support in questions of licensing law. The future operator must submit the line permit to the competent licensing authority. The application must be accompanied by a timetable, the fare to be applied and a route plan showing the number of kilometers traveled. Line authorizations are granted to the transport undertaking if the subjective and objective authorization requirements are met (see Section 13 German passenger transport Act).



Both Regulation (EC) 1370/2007 and the German passenger transport Act lay down which award rules are to be applied. European law allows the public transport authority to award transport services



directly in order to take into account the special interests of small and medium-sized transport undertakings. In the case of service contracts which are subject to the public procurement directives, the procedure must be carried out in accordance with Art. 5 para. 1 sentence 2 of Regulation 1370/2007. The procurement directives are implemented in the general procurement law of the Act against Restraints of Competition and the VOL/A EC.

2.2. Lower Silesia (Poland)

The process of planning cross-border rail passenger connections in Lower Silesia is always based on assumptions set out in the strategic document called “The Plan for Sustainable Development of Public Transport for the Province of Lower Silesia”. This study shows, based on an analysis of traffic generators and socio-economic factors, common (tangential) areas of cross-border cooperation in rail public transport. The possibility of making passengers an attractive offer both in terms of quantity (number of connections) and quality (e.g. attractive travel time, good connections) is necessary for successful cooperation between neighboring transport organizers.



Picture 1: Train of the Lower Silesian operator Koleje Dolnośląskie (KD)¹

The Province of Lower Silesia, as part of cross-border connections, cooperates directly with four organizers of public collective transport from neighboring countries. In Germany, it is the ZVON (Zweckverband Verkehrsverbund Oberlausitz-Niederschlesien, the Transport Union of Upper Lusatia and Lower Silesia), while in the Czech Republic the following regions: the Liberec, the Hradec Králové and the Pardubice Region. The cooperation with the VBB (Verkehrsverbund Berlin-Brandenburg, the Berlin-Brandenburg Communication Union) is special: according to an agreement between the Province of

¹ Source: KD_Grzegorz Józwicki



Lubuskie (directly cooperating with the VBB) and the Province of Lower Silesia, Local Government of the Province of Lower Silesia is responsible for cooperation when it comes to transportation services provided to the Wrocław - Legnica - Żary - Forst (Lausitz) line. The long-term cooperation with each of the partners has allowed them to establish bilateral contacts and organize periodical meetings dedicated not only to analysis and exchange of current experience, but primarily to the development of transport offer, both in terms of timetable adjustments and reactivation of new connections.

The process of planning transport services in Lower Silesia as part of cross-border cooperation in parallel to the process of planning provincial (regional) rail passenger connections. This is mainly due to the consistency of an offer understood as a whole, i.e. establishing connections, compliance of timetables or adapting the rolling stock capacity to an increased number of passengers (e.g. during winter breaks or long weekends). The first conceptual works begin 12 months in advance and require the development of a model transport offer regarding the most important transport routes, including those from the largest urban centers to border regions. This is the base to draw up timetables in neighboring regions in order to establish tangential train connections. Thanks to many years of cooperation and mutual awareness of expectations and technical possibilities related to the availability and infrastructure capacity, thus developed a concept for transport offer requires only detailed arrangements. After about a month, meetings with the organizers are scheduled, and their purpose is to exchange ideas about the offer and discuss possible changes or supplements. The meetings are also aimed at (i) discussing issues regarding the improvement of the technical condition of railway lines, (ii) analyzing rail passenger numbers, the profitability of connections and passenger's comments and suggestions regarding the service, and (iii) exchanging information about plans in a long-term perspective. Subsequently, changes agreed upon at the meetings are introduced to the offer. While working on the timetable, the organizers analyze on a current basis the inaccuracies and agree on how to correct them, so that cross-border connections integrate regional communication systems in the neighboring countries as comprehensively as possible.

The transport tariff is an extremely important element of an efficient and attractive system of cross-border public transport. For this reason, both public transport organizers and railway carriers put great emphasis on developing tariff solutions that are beneficial to passengers. The Euro-Nysa ticket allowing passengers to use public transport in the Euro Nysa Region in an unlimited way, regardless of the country and the carrier, is a perfect example of trilateral cooperation. This comprehensive project also includes special offers addressed to passengers interested in cross-border connections on short or long routes.

Comprehensiveness and consistency of actions taken by all interested parties allow public transport service providers to make an attractive transport-related offer to residents not only from border areas but also from the entire region, which is demonstrated by the steady increase of the number of passengers.



2.3. Carinthia (Austria)

The Federal Republic of Austria consists of nine states and therefore also of nine independent state governments or provincial administrations. All over Austria, there is also a network of 95 administrative districts, which are not independent territorial authorities but are rather organizationally integrated into the federal state administration (as district authorities) or within the greater city, and the municipal administrations of 2.100 Austrian municipalities.

The organizational variety of the Austrian administration is derived from two principles:

- from the constitutional basic principle of the Federation and
- from the principle of local self-administration of Austrian municipalities

These two principles result in an administrative structure consisting of three levels of subdivisions each with corresponding administrative organizations:

- at central government level the Federal Government
- at the federal level, the federal-state administrations of the nine States of Burgenland, Carinthia, Lower Austria, Upper Austria, Salzburg, Styria, Tyrol, Vorarlberg and Vienna and
- at local self-administration the municipal administrations of 2,100 Austrian municipalities



Picture 2: Participants of the TRANS-BORDERS best practice excursion "MICOTRA" at Villach main station

In Carinthia, the office of the Carinthian government is responsible for the administration tasks. The office of the Carinthian government is divided into 10 departments with different thematic tasks. One department (Department 7 - economy, tourism, and mobility (sub-department transport planning)) is dealing with services of mobility and cross-border mobility. Furthermore, there are different administrative units in Carinthia beneath state level. There are eight district administrations, two magistrates (Cities of Villach and Klagenfurt) and 132 municipalities. In the field of public transport, there



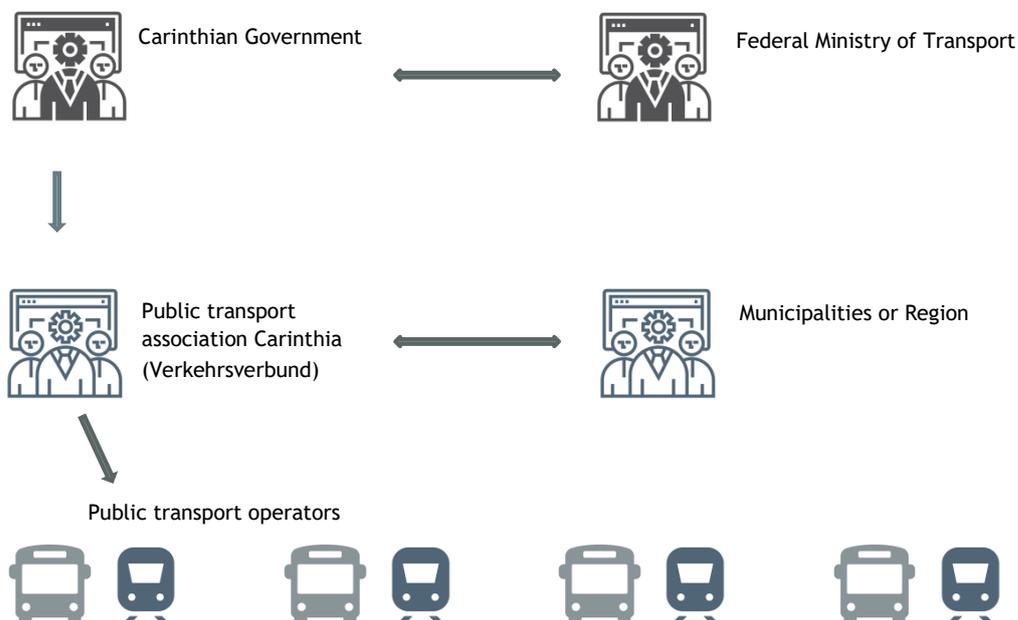
are the responsibilities of the Verkehrsverbund Kärnten (public authority) and by the mayors of the municipalities.

In the field of public transport and cross border public transport you have different response levels in Carinthia. The first level is the municipality level or regional level. At this level, all concerned partners must be in agreement to install a cross border line.

The next level is at the state level. On this level in Carinthia, we work together with the Verkehrsverbund Kärnten and the selectable operators. If an agreement takes place on this level, then it comes to the next step on this level. That means that in Carinthia, in Austria, and in all other EU States there is the same procedure, that the bus operator has to request for a Community license at the competent authorities - in Austria is the responsible administration the BMVIT (Federal ministry for transport) ore in one of the involved member states (free of choice). Authorities shall be issued in agreement with the competent authorities of all Member States in whose territories passengers are picked up or set down. The Community license has to be granted, if there is no legal action against it, within 4 months.

The application for authorization of regular service shall contain the following information:

- timetable
- fare scales
- a certified true copy of the Community license for the international carriage of passengers by coach and bus
- information concerning the type and volume of the service
- a map on an appropriate scale on which are marked the route and stopping points where passengers are to be taken up or set down
- a driving schedule to permit verification of compliance with the Union legislation on driving time and rest periods





2.4. Koroška (Slovenia)

In Slovenia, there is no public transport act dealing with all modes of public passenger transport, there are separate acts for road and railway transport.

The railway passenger transport is regulated on the national level by [Railway Transport Act](#). Domestic and regional cross-border passenger transport is provided by the state as a mandatory public service to the extent determined by the transport policy. Timetables are prepared by the operator upon prior consent of the Ministry of Infrastructure. If the needs of the inhabitants of a particular area are greater than the transport provided local communities could finance additional services in accordance with their needs and possibilities. Details on public railway passenger service are determined by the [Decree on the mode of providing public service obligations in inland and cross-border regional railway passenger transport](#). According to the decree the state provides services in cross-border regional rail transport in the public interest and fulfills the obligation to provide uninterrupted mobility in the European geographical area. Currently, Slovenske železnice ([Slovenian Railways](#)) company has the exclusive right to provide above mentioned public service. Compensation is paid to the operator to provide the public service.

Bus public passenger transport is regulated at the national level by the [Road Transport Act](#). The state shall ensure the public passenger transport as a public service and awards concessions to the most favorable transport providers on the basis of a public tender. With the exception of urban public transport which is regulated by the cities. There is no urban public transport in the Koroška region in Slovenia.

According to the [Road Transport Act](#), the transport providers have exclusive rights to transport passengers in their areas. In the Koroška region in Slovenia, the concessionaire is company [Nomago](#).

International bus lines are regulated according to European legislation. There is no special regulation for local (regional) cross-border lines. There is no legal basis for the cross-border lines to be co-financed by the state or by local communities. Due to the exclusive rights of transport operators who provide public service in Slovenia, it is not allowed to any other operators to transport passengers between two bus stops in Slovenia. There were several discussions between Slovenian TRANS-BORDERS partners and competent Slovenian authority (Ministry of Infrastructure) to include the local cross-border bus services in national public service (in a similar way as rail services). Changes of *Road transport act* have been proposed.



3. Establishing Partnership

3.1. Saxony (Germany)

3.1.1. Authorities

The legal situation in Germany makes it necessary to involve the Federal Ministry of Transport and the Federal Ministry of Transport and Digital Infrastructure in the planning of local cross-border passenger transport. The Saxon Ministry of Economics, Labour and Transport is also involved at the level of the federal states. Figure 1 shows the whole organizational structure of passenger transport services in Germany.

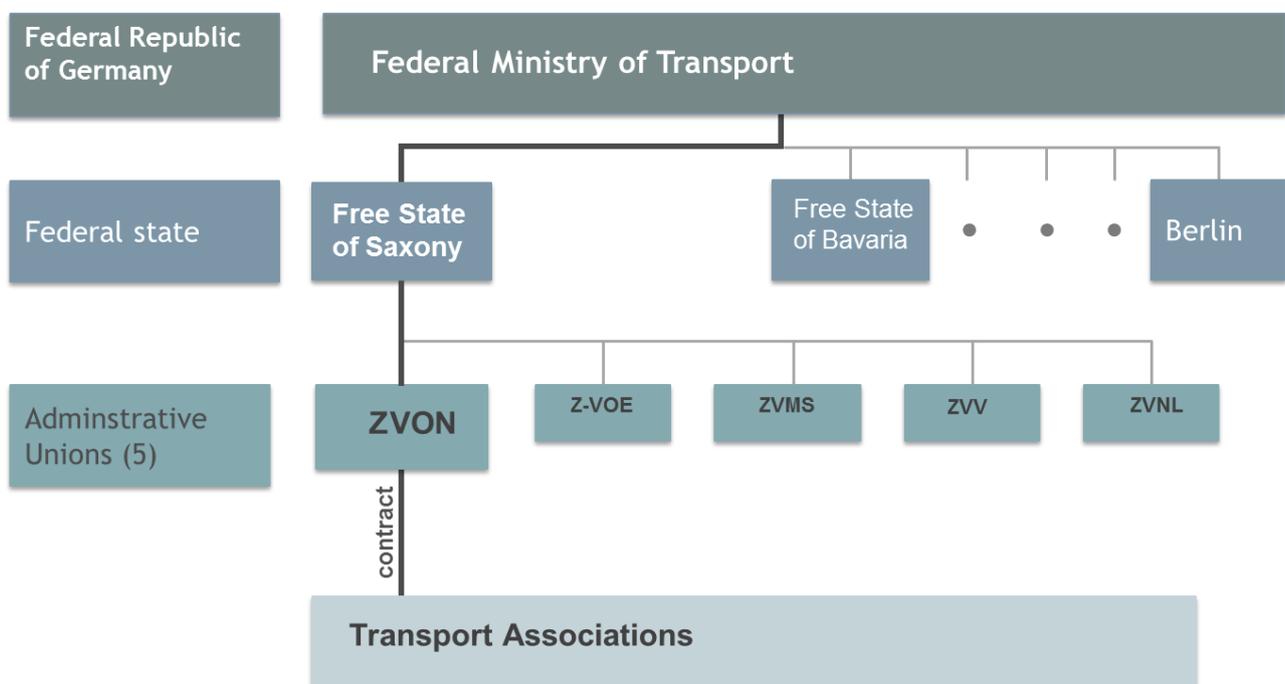


Figure 1: Legal framework of German passenger transport services

The rail transport services as the backbone of local public transport in Saxony are organised by the respective administrative unions. The bus services, on the other hand, are ordered by the respective district, as a rule exclusively for urban transport. The Transport Association Upper Lusatia - Lower Silesia is responsible for the rail passenger services as well as for public transport in the East Saxony region.

Furthermore, the public transport authority Upper Elbe have further to be involved in most of cross-border plannings. Due to the route of the connections with the start in Dresden, this transport association is to be included in all questions of cross-border traffic. The interests of local and regional passenger associations has also be taken into account. Associated with the planned railway connection between Dresden and Prague, a European Association for Territorial Cooperation was founded. A similar concept could be applied to cross-border planning in Eastern Saxony.



3.1.2. Operators

The local rail passenger transport services are mainly provided by the railway companies Die Länderbahn GmbH, Sächsisch-Oberlausitzer Eisenbahngesellschaft mbH and Ostdeutsche Eisenbahn GmbH. Cross-border transport services were currently operated by Länderbahn GmbH. In addition to these operators, the DB Netz, DB Regio (subcontractor of Die Länderbahn GmbH) and divisions of Deutsche Bahn AG have also to be involved in the organization of local cross-border passenger transport. Moreover there are further cross-border connections between Węgliniec (change to connection to Wrocław) and Görlitz, Jelenia Góra and Görlitz operated by Koleje Dolnoslaskie and between Zielona Góra and Görlitz operated by Przewozy Regionalne Sp. z o.o. In the Upper Lusatia - Lower Silesia region, 90 percent of bus transport services are provided by Kraftverkehrsgesellschaft Dreiländereck mbH and Regionalbus Oberlausitz GmbH. The cross-border local transport is currently operated by the Polish company F.H.U. BIELAWA (Lagów Carrefour - Zgorzelec PKP - Görlitz) and by Autobusy Karlovy Vary, a.s. (Ebersbach - Jirkov - Rumburk - Krasna Lipa - Rybníště - Chribska; Varnsdorf - Seifhennersdorf - Rumburk - V.Senov/D.Poustevna) based in the Czech Republic.



3.1.3. Cities and Regions

Members of the Transport Association Upper Lusatia - Lower Silesia are the districts of Bautzen and Görlitz as well as the city of Görlitz. These are therefore the regions and cities to be involved. Görlitz in particular, but also Zittau, should be intensively involved in the organization of local cross-border passenger transport due to their location in the immediate vicinity of the border.

The European city of Görlitz / Zgorzelec currently has one cross-border bus connection. However, this operates independently of the public transport in the cities on both sides of the Neisse and also has its own tariff. With the rail connection RE 1 between Dresden and Węgliniec (former to Wrocław) with stop for example in Bautzen, Löbau and Görlitz, there exist cross-border transport services to Poland. A connection to the Liberec region consists of Görlitz with a change in Zittau.

3.1.4. Practice

The responsibilities of the region recognise the importance of joint working between councils within the areas of Saxony, Lower Silesia and Liberecký kraj. Close coordination regularly takes place between the ZVON as the responsible institution of eastern Saxony rail passenger services and the Polish counterpart UMWD. The railway operators are also involved. The same applies to the Eastern Saxony region and the Czech Republic. There are regular councils between the ZVON and the Liberecký kraj as well as the Ústecký kraj. For example, the Eastern Saxony railway network could be integrated into joint tender procedures with the two German and Czech partners.



Representatives of German administrative districts and districts of Liberecký kraj and Ústecký kraj as well as between transport associations and transport companies of both countries meet in irregular intervals to discuss regional and cross-border topics of tariff, traffic planning and marketing.

Strategies/ politics	Linkages	Targets/ indicators	Action/ programmes	Partnership/ consultation
Public transport				
Federal Transport Infrastructure Plan	National Law	Modernization of railway infrastructure	Execution of investment projects	Ministry of Infrastructure Infrastructure providers
Strategy for an efficient public and rail transport in Saxony	Federal strategy document	Customer friendliness, innovations, economy and environmental friendliness	Establishment of a bus network with regular clockface timetables Expansion of investment activity in infrastructure and vehicles Introduction of a Saxony tariff	Saxon State Ministry for Economic Affairs, Labour and Transport Transport associations Infrastructure providers
Local transport plan	Local Law		Implementation of standards of transport offers	Transport association Transport operators
Cycling and tourism				
Cycle traffic concept of the Free State of Saxony	Federal strategy document		Increase cyclists numbers, Increase Passenger numbers	LlSt Company for Transportation and Engineering Services mbH
Cycle traffic concept 2020 of the district of Görlitz	Local strategy document		Increase cyclists numbers, Increase Passenger numbers	District of Görlitz
Saxony tourism strategy 2025	Federal strategy document		Increase number of tourists, Increase Passenger numbers	Saxon State Ministry for Economic Affairs, Labour and Transport
Tourism strategy of the district of Görlitz	Local strategy document		Increase number of tourists, Increase Passenger numbers	District of Görlitz



3.2. Lower Silesia (Poland)

3.2.1. Authorities

In Poland, issues related to responsibility for planning, organizing and managing public collective transport are regulated by the Act of December 16, 2010, on public collective transport. Under this Act, the Province of Lower Silesia is the organizer of provincial public collective transport (understood as transport services provided within administrative boundaries of at least two districts) and public collective transport provided in the cross-border area, adequately to the Province jurisdiction. The Ministry of Transport organizes inter-provincial and international transport connections, while local government units at municipal or district level ensure transport within their area of competence. The aforementioned Act also provides for the formation of inter-communal, district, district-municipal and metropolitan unions that organize connections in areas subject to the jurisdiction of local governments, being members of the union.

According to the applicable Act, it is the Government of the Province of Lower Silesia that organizes railway cross-border connections between Lower Silesia and Saxony, the Liberec Region, the Hradec Králové Region, and the Pardubice Region. At present, public collective bus transport in the province is provided on a commercial basis.

3.2.2. Operators

Railway public transport services, based on an offer prepared by the Province of Lower Silesia, are provided by two operators (carriers), namely Koleje Dolnośląskie SA and Przewozy Regionalne Sp. z o.o. The Government of the Province of Lower Silesia has 100% shares in Koleje Dolnośląskie SA and few shares in Przewozy Regionalne Sp. z o.o. The Province of Lower Silesia signed multi-annual framework agreements with both carriers, based on which agreements are concluded for a given calendar year. As for Koleje Dolnośląskie SA, the agreement is valid until the end of 2026, while the framework agreement with Przewozy Regionalne Sp. z o.o. will be in force to the end of 2020. Agreements with carriers are concluded directly (no tender is needed).

The company Koleje Dolnośląskie SA is entrusted with the task of providing 75% of transport services ordered by the Province of Lower Silesia and uses the primarily modern rolling stock for this purpose, while the company Przewozy Regionalne Sp. z o.o. provides the remain 25% of transport services, primarily on routes tangential with neighboring provinces.



Picture 3: Koleje Dolnośląskie SA train



Picture 4: Przewozy Regionalne Sp. z o.o. train

3.2.3. Cities and Regions

As part of the performance of strategic tasks involving the planning, organization, and management of regional public collective transport, the Province of Lower Silesia cooperates directly or through the participation of carriers in the organizational, tariff and spatial integration between various segments of public transport as well as various modes of transport, including individual one. The cooperation with local government units at municipal or district level contributes not only to the adoption of tariff solutions in the region and in cities but also to the development of infrastructure aimed at transport functional integration. One of the model examples thereof is the cooperation with the town of Bolesławiec, which is involved in the development of infrastructure to meet the expectations of passengers using not only urban transport but also local one that covers the east of the province and border regions.

To this end, the Bolesławiec Municipality is developing a concept and technical documentation aimed at increasing the transport accessibility in the town. A transfer hub will be built in Bolesławiec, in the vicinity of the railway station, as part of the European corridor E30. It will be the town's communication center for rail and bus passengers, which will greatly improve communication in the region. The hub will use the railway station infrastructure and the adjacent areas and will support various transport systems: rail, long-distance buses, city buses, minibusses, taxis. The transfer hub will be a place where rail passengers, as well as a passenger using services of other local, regional and international carriers, will be checked in. The hub will provide modern communication solutions and will be equipped with check-in desks with necessary information devices for passengers, car parks and service outlets, which will definitely improve passenger traffic. The town's Integrated Transport Centre - Subregional Transfer Hub in Bolesławiec will help gather previously dispersed stops in one place.

The town and the regional development depends on good communication with the city of Wrocław, the entire region and the neighboring countries, especially Germany and the Czech Republic. Therefore, in order for the town to develop, it is important to make full use of rail and road connections (the E30 railway line, the A4 and A18 highways, trunk road No 94 and provincial road No 297). The Transfer Hub will make the town and the regional development easier through better transport connections from the airports of Dresden, Berlin, Wrocław, and Prague. Bolesławiec will become one of the most important centers of cross-border communication and exchange in the border area (Poland, Germany and the Czech Republic).



3.2.4. Practice

The process of planning and organizing public collective transport in Lower Silesia is based on a strategic document called “Plan for Sustainable Development of Public Collective Transport for the Province of Lower Silesia”. This document primarily defines the shape of the communication network in provincial passenger transport and the minimum guaranteed standard (the minimum number of connections) on a given route. The document is aimed at providing directions of development of provincial communication network, especially in rail passenger transport that plays a leading role. According to the assumptions, bus transport is provided where railway transport is currently either impossible (e.g. due to lack of rail infrastructure or its poor technical condition) or unjustified (e.g. due to a small number of passengers). The greatest advantage of the Plan for Sustainable Development of Public Collective Transport for the Province of Lower Silesia is that it is oriented to the development of communication system using the most effective means of transport, i.e. railway. According to this strategy, in the following year's bus service and railway lines that had been previously closed but are crucial when it comes to meeting local socio-economic needs will be reopened.

Strategies/ politics	Linkages	Targets/ indicators	Action/ programmes	Partnership/ consultation
Public transport				
Act on Public Collective Transport	National law	Competences and rules regarding public collective transport operation	Organizing and financing public collective transport	Other organizers of public collective transport
Plan for Sustainable Development of Public Collective Transport for the Province of Lower Silesia	Local law	Directions of public collective transport development	Implementation of standards in the transport offer	Other organizers of public collective transport
National Railway Programme	National strategy document	Modernization of railway infrastructure	Execution of investment projects	Ministry of Infrastructure PKP Polskie Linie Kolejowe SA
Local and Regional Railway Modernisation Infrastructure Programme	National strategy document	Revitalization of local railway infrastructure	Execution of investment projects	Ministry of Infrastructure PKP Polskie Linie Kolejowe SA
Cycling and tourism				
Lower Silesian Cycling Policy	Regional strategic document	Expansion of bicycle infrastructure in the region	Joining cities and areas with special tourist and recreational values	Competent Local Government Units



By definition, the Plan is focused on the development of communication network that is consistent with such a network in neighboring regions (provinces) but also with throughout the country (in districts, municipalities, and cities).

In order to prevent the creation of independent communication systems in the regions, the organizers of transport services in neighboring provinces consult the Plans with each other and agree on tangential lines between regions as the main purpose of such lines is to connect regional communication systems with each other. As part of these arrangements, a network of connections complementary to inter-provincial connections is created; these connections are supervised by the minister competent for transport.

Pursuant to the provisions of the Plan for Sustainable Development of Public Collective Transport for the Province of Lower Silesia, the competent Organisers cooperate with each other on a current basis, react to the difficulties related to the implementation of the transport offer and discuss its shape in the future.

3.3. Carinthia (Austria)

3.3.1. Authorities

In the field of cross-border public transport, in Carinthia are all authorities at the different levels involved because you need in a first step an agreement on all levels. The concerned municipalities (the mayors) and the district must agree to the newly planned cross border line. The Verkehrsverbund Kärnten and the municipalities elaborate together the possible line of the cross border line. At the state level, there must be an agreement to the line, and to the financing issues of the cross border line. At this level, we search for a suitable bus operator in line with the EU regulation about tendering. The bus operator has to request for a Community license at the competent authorities - in Austria is the responsible administration the BMVIT (Federal ministry for transport)

	Federal administration	State administration	District administration	Local Administration
Represented by	Federal Minister	State Governors (9)	Administrative districts (95)	Mayors (2.100)
Carinthia		State Governor of Carinthia Members of the Carinthian government (6)	Administrative districts (10)	Mayor (132)

3.3.2. Operators

Overview of border crossing public transport operators in Carinthia:



At the moment two operators make public transport between Carinthia and Slovenia. There is a train connection between Bleiburg and Prevalje (Slow) which is done by the operator ÖBB and a bus connection between Ljubljana and Klagenfurt which is operated by Kärnten Bus.

KÄRNTEN BUS GmbH ÖBB Personenverkehr AG



3.3.3. Cities and Regions

Cities and counties in the Carinthian-Slovenian border area

City or region	Inhabitants	Area in km ²
Villach	61.879	135
Klagenfurt	100.369	120
District Villach	64.745	1.009
District Klagenfurt	59.586	766
District Völkermarkt	42.027	908
Podravska region	323.328	2.170
Koroška region	71.010	1.041
Savinjska region	259.853	2.384
Gorenjska region	203.938	2.137

Border crossings Carinthia/Slovenia

Carinthia	Slovenia	Type	Public transport service
Lavamuend	Vič	Road B80 -	No
Leifling	Libeliče	Road	No
Bleiburg	Holmec	Road	Yes
Raunjak	Mežica	Road	No
Paulitschsattel	Solčava	Road	No
Seebergsattel	Zgornje Jezersko	road B82	No
Loibltunnel	Tržič	Road Loiblpass B91	Yes
Karawankentunnel	Jesenice	Road Caranvanke motorway (A11)	No
Wurzenpass	Podkoren	Road Wurzenpass B109 -	No
Bleiburg	Holmec	Rail	Yes



Rosenbach	Jesenice	Rail	Yes
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3.3.4. Practice

The responsibilities of the region recognize the importance of joint working between councils within the Carinthian and Koroška area.

The project partners of TRANS-BORDERS from Carinthia and Slovenia and furthermore external planning experts meet in irregular intervals to discuss the regional and cross-border transport issues and they give recommendations to the political decision makers. They discuss the coordination of regional level functions such as bus and train connections.

The process has succeeded in ensuring a coordinated approach and in helping to build greater consensus. In recognition of the need for coordination with the region, the Transportation plan includes agreed frameworks from each one, showing the links between. As a result, we have full electrification on the Austrian site from the railway between Bleiburg and the border and a new connection on summer weekends for tourism. The next step is to include this connection to our mobility concept for the region and the company Mahle especially for the commuters from the Slovenian side for Mahle.

Strategies/ politics	Linkages	Targets/ indicators	Action/ programmes	Partnership/ consultation
Public transport				
To influence and promote public transport	Federal act “Overall traffic plan Austria 2018-2023” Regional act “Financing package Carinthia”	Modal split targets Increase Passenger numbers	Electrification rail connection Bleiburg to the border	ÖBB SŽ
To foster sustainable public transport	Regional master plan “MoMaK 2035-Mobility Master Plan 2035”	To increase the share of the public passenger traffic to 20% of total traffic, To increase the share of cycling and pedestrian traffic to 40%, and to decrease the motorized private transport from currently over 77% to 40%.	New construction of bus station - mobility nodes e.g. in Lavamuend	ÖBB Municipalities Public and private transport operators
Cycling and tourism				
Closer cooperation between public transport and	Regional “Destination strategy Carinthia”	Modal split, Increase cyclists numbers, Increase Passenger numbers	Adaption of timetables for rail and bus lines	ÖBB SŽ TIC Maribor / Drava



tourism (bicycle bus in the summer month)	Local bicycle access concepts	Bike Kärnten Werbung RRA Koroška
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In the frame of the project, we envisaged adopting an international bus service with a focus on bike-tourists and users. The start point of the bus line will be in Velenje Slovenia. The route will go alongside an old train line, which is already dismantled and rebuilt as a bike path for tourism purpose and even for commuters. It will further lead via Dravograd, an envisaged connection point with the existing railway line from (Klagenfurt) -Bleiburg - Dravograd - Maribor to Lavamünd. On the way from Dravograd to Lavamünd, this service will lead alongside the Drau-cycle trail on the main federal road 1 from Dravograd to the border in Slovenia and further from the border on the federal road B 80 in Austria to Lavamünd.

Furthermore, the service can be linked with the existing occasional service for bike tourists which leads from Lavamünd via Wolfsberg to Reichenfels and operates on weekends/sundaes during the summer period. Additional we build a new construction of bus station - mobility nodes directly in Lavamuend in cooperation with the municipality, the Verkehrsverbund and the responsible department at the Carinthian government (Department 7 - Mobility).



3.4. Koroska (Slovenia)

3.4.1. Authorities

- Ministry of Infrastructure: an associated partner in TRANS-BORDERS project
- Slovenia Infrastructure Agency: a body within the Ministry of Infrastructure performing expert technical, development, organizational and administrative tasks for the construction, maintenance and protection of main and regional roads and public railway infrastructure.

3.4.2. Operators

- Slovenian Railways - Passenger Service: domestic and regional cross-border passenger transport



Picture 5: Slovenian Railways train arriving at Bleiburg train station in Austria (Nika Hölcl Praper, archive RRA Koroška)



Picture 6: Nomago ltd.: bus concessionaire company in Koroška region at the bus station in Dravograd (photo: Aleš Rupreht)



3.4.3. Cities and Regions

- Koroška Regional Council: the council of twelve Koroška region municipalities
- RRA Koroška, the regional development agency for Koroška region in Slovenia: TRANS-BORDERS project partner
- Scientific Research Centre of the Slovenian Academy of Sciences and Arts: TRANS-BORDERS project partner

3.4.4. Practice

The Koroška Regional Council and RRA Koroška acting on council's behalf recognize the importance of closely working with ministries at the national level and authorities crossborder in Austria to overcome the downsides of the sectoral planning at the national level since Slovenia lacks the intermediate level of regions with only state and local level having governmental rights and obligations.

Before the TRANS-BORDERS project, RRA Koroška has developed close cooperation with the Ministry of Infrastructure and Slovenian Infrastructure Agency regarding road and particularly cycling infrastructure. Cooperation is in large degree unofficial with exception of long-distance cycling route the Drava River Cycling Route having a memorandum of understanding between 18 municipalities, three regional development agencies, Institute for Tourism Promotion and Slovenian Infrastructure Agency.

Within the TRANS-BORDERS project, RRA Koroška has provided or has taken part in 38 meetings with relevant stakeholders up to December 2018. As a result relation with Slovenia Railways was strengthened and cooperation was raised to a higher level. Crossborder summer train between Slovenia and Austria (Maribor-Bleiburg) is a tangible result. As a pilot action within the TRANS-BORDERS, a service of the cross-border summer train in 2019 will be enhanced. A binding legal agreement between Slovenian Railways - Passenger Service, Slovenian Infrastructure Agency and RRA Koroška will be established. Numerous meetings with relevant stakeholders resulted in regional-national cooperation regarding bus services as well. As a result, a pilot summer bus between Lavamünd (AT) and Dravograd (SI) is to be established.

Within TRANS-BORDERS project close cooperation has developed between project partners RRA Koroška and Scientific Research Centre of the Slovenian Academy of Sciences and Arts. Since European projects dealing with more sustainable mobility are an integral part of both institutions work further opportunities to collaborate on knowledge transfer from science to practice in Koroška region will be sought.

RRA Koroška is to prepare regional sustainable urban mobility plan for the region in the next two years. At the moment seven out of twelve municipalities have sustainable urban mobility plan at the local level.

By the end of 2019 possibilities to establish joint cross border transport panel will be evaluated. It could comprise members and officers from the regions/state ministries and/or agencies, municipalities, public transport operators and tourism promotion institutions.



4. Vision

Visions of cross-border rail passenger transport should no longer be based on the idea of whether and when a train can run between two cities or regions in neighboring countries. Rather, visions should be based on the forms and frameworks in which cross-border services for local public rail transport can take place. Despite numerous efforts in recent years, there are still considerable obstacles within the EU that need to be overcome in order to create high-quality commuting and travel opportunities for citizens in the regions. This applies in particular to routes outside the core corridor network.

Regional and local authorities must lead their local communities, organize and support partnerships to develop a 'vision' for their cross-border region and locality and to contribute to achieving it. The vision describes what the cross-border area should be like in the future. It identifies how people want to live and recognizes strengths, weaknesses, and opportunities. The overall vision gives broad direction to an objective setting within the strategy.

The strategy needs to demonstrate how transport policies will contribute to the authorities' corporate vision for the future development of the area. By making clear the links between transport and the 'quality of life' issues which most concern people, some authorities have been able to progress more radical strategies.

National and regional authorities must guide transport providers to organize and support partnerships to develop and actively contribute to a "vision" for their cross-border public rail passenger transport. The vision must describe what cross-border transport should look like in the future. It identifies how people want to travel and identifies strengths, weaknesses, and opportunities. The overall vision provides a rough orientation for an objective within a strategy.

The strategy itself must show how transport policy will contribute to the vision of the authorities and transport companies for the future development of the area. By highlighting the links between transport and the "quality of life" issues that affect people most, they can make the issue clear.

Information is one of the top prerequisites. The need for good and comprehensible information is one of the key elements in the implementation of good cross-border public transport. It is more important than for domestic public transport services, but in an international situation it is twice as important because passengers know less about transport geography, payment systems, language, etc. abroad and therefore need the certainty of information to make traveling comfortable and safe. While the Internet can be useful for cross-border travel planning, more traditional media, such as timetables and maps, need to be more complete (e.g. the representation of connections on both sides of the border), bilingual (if necessary) and better distributed (i.e. on both sides of the border and on board buses or trains themselves). They should also indicate how to obtain further information on the other side of the border, e.g. by including details of the telephone information line, Websites, etc on both sides.

The reasons for subsidizing public transport do not end at borders. Reducing external costs is a central issue of EU transport policy. This means that there are good reasons to finance and promote local and regional public transport for environmental and socio-economic reasons.



Cooperation is essential. Cross-border cooperation is an essential prerequisite for increasing the share of public transport across borders. In Western Europe, this cooperation has, in most cases, been going on for a very long time. This is not the case everywhere on the borders with Eastern Europe.

Overcome legal barriers. The legal and administrative differences between neighboring countries make it difficult for operators and local and regional transport authorities to establish effective public transport links between countries, even when there is clear demand. The harmonization of national legal and administrative systems towards a common European model would be of great benefit in promoting cross-border public transport.

Harmonized provision of information, e.g. a common timetable. However, large investments in specific cross-border information systems (border region timetable booklet, cross-border information database, etc.) have often not been successful, as international passengers represent a small minority of total passengers and the high cost of a common system often cannot be justified by the limited benefits. A more pragmatic solution is to link the existing sources of information and increase their dissemination on both sides of the border.

Common ticketing or special cross-border tariffs. This can be difficult if there is a large difference in tariff levels (e.g. between Eastern and Western Europe) if tariff structures are different (e.g. zone, flat, kilometer, etc.) or if criteria for reduced tariffs are different. Nevertheless, solutions have been successfully implemented in some areas. The Euro-Nei-Ticket of the border region Saxony, Lower Silesia and the Liberec district is regarded as pioneering here.

Extension of existing domestic services which currently terminate near the border to a point on the other side of the border. This can often be achieved at a low cost and if the service does not carry passengers wholly within the other country, administration, tariff and subsidy issues pose much less of a problem.



5. Further steps

Identifying problems

Identifying problems is important. A good transnational strategy demonstrates a more focused approach to problem identification, relating difficulties to the regional strategies general aims and objectives and the overall vision for the respective cross-border area. There should be clear links between the statement of problems and development of the joint strategy.

When regional and local authorities identify problems, they should reflect people's perceptions of what is wrong with travel and the public transport system. It is important that authorities understand how these difficulties may contribute to undermining the greater aims and objectives for the area, especially for cross-border areas. This can help to indicate cross-border priorities. The problem identification and analysis stage should establish a baseline of travel conditions.

Regional and or local authorities have used a variety of methods for identifying problems:

- assessments related to overall objectives;
- technical analyses - including comparisons of local transport performance with other places (benchmarking);
- consultation with local communities, user groups, stakeholders and other partners; and analysis based on key themes identified in transportation plan guidance.

Consultation can help identify what people see as the problems in the cross-border transport system. Technical analysis will provide evidence to support these perceptions. Further analysis can explain how these problems threaten the corporate aims and objectives. Assessing the problems against the key themes from the strategy will ensure that the authority also looks at national priorities.

Setting Objectives

Transnational objectives establish what the strategy is meant to deliver and must be consistent with the corporate aims (and vision) for the respective cross-border area, as well as national and regional objectives. The objectives are the basis for:

- developing and comparing alternative strategies;
- a detailed strategy design; and
- monitoring strategy performance as it is implemented.

Strategy

At the heart of the Transnational strategy will be a set of examples of solutions for achieving the joint overall vision and objectives. The transport strategy needs to be seen in the context of the wider corporate aims for the cross-border area. The overall Transnational strategy should, in turn, give coherence to the topics and area-based strategies within the regional transportation plan. With two exceptions, this chapter focuses on the broadest level of strategy development. The exceptions are sustainable distribution and rural issues. These are new areas for many authorities and hence are priorities for good practical advice.