



Intermodality Promotion and Rail Renaissance in Adriatic - Ionian Region



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Index

2	Foreword
4	The Inter-Connect partners' team
6	Who we are
8	GREECE - Municipality of Igoumenitsa
9	ITALY - Emilia-Romagna Region
10	SLOVENIA - Ljubljana Urban Region
11	ITALY - Trieste
12	CROATIA - Zagreb
13	MONTENEGRO - Port of Bar
14	ALBANIA - Durrës
15	SERBIA - Belgrade
16	Scientific partners
16	Centre for Research & Technology Hellas
17	Institute for Transport and Logistics
18	CASE STUDIES SOLUTIONS
18	GREECE - Igoumenitsa
20	ITALY - Emilia-Romagna Region (CASE STUDY A)
22	ITALY - Emilia-Romagna Region (CASE STUDY B)
24	SLOVENIA - Ljubljana Urban Region
26	ITALY - Trieste
28	CROATIA - Zagreb and Adriatic coasts
30	MONTENEGRO - Port of Bar
32	ALBANIA - Durrës-Tirana
34	SERBIA - Belgrade urban area
36	Infographic
38	Inter-Connect tools
40	Final Words
41	Project partners
43	Acknowledgements
44	Contacts

Foreword

Lagging behind Central & Northern Europe in terms of growth and economic development, ADRION's countries should stimulate the take up of innovative strategies and smart solutions so as to reach sustainability goals.

Improving Region's accessibility as indicated in EUSAIR strategy can be a decisive drive towards this objective. What is mainly missing, as proven by the failure past stories, is the capacity of key players & different decision making levels (local, national, transnational) to establish strong cooperation schemes able to enable the desired growth in a territory consisting of countries presenting great differentiations.

Based on the principles of smart specialization, that is built on regional strengths, competitive advantages and cooperation, and following a well-defined forward-looking agenda towards passengers' intermodality promotion and rail revitalization, transportation negative effects can be handled and environmental performance in the Region can be improved. ADRION should invest on passengers' intermodality to revitalise itself; the unrelenting strong competition from the road sector should be balanced by the respective promotion of combined sea - rail alternatives.



Ioannis Lolos
Mayor of Igoumenitsa

The Inter-Connect project built on the knowledge from previous projects and sought new solutions tailored on ADRION's specificities for the promotion of intermodal transport, guiding the respective actors on how to turn connectivity plans into reality. Main aim of the project was to improve the integrated transport capacity, mobility, and multimodal services in the ADRION Region. The project's approach consisted of hubs clustering, the identification of current and future trip

generating poles, users' surveys for understanding mobility needs and expectations, the mapping of drivers, the establishment of cooperation schemes, the application of soft mobility measures (e.g. integrated ticketing, harmonized timetables and procedures) and the examination of funding opportunities as well as roadmap formulation.

The project brought together ten partners from the ADRION Region countries: the Municipality of Igoumenitsa (lead partner) and the Centre for Research and Technology Hellas for Greece, the Institute for transport and Logistics, the Emilia-Romagna Region and the Central European Initiative for Italy, the Regional Development Agency of the Ljubljana Urban Region for Slovenia, the HZ Passenger Trans-

port Ltd. For Croatia, the Port of Bar for Montenegro, the Ministry of Infrastructure and Energy of Albania and the Chamber of Commerce and Industry of Serbia - Chamber of Commerce and Industry of Belgrade.

Together, the Inter-Connect partners aimed at boosting the intermodal public urban transport (rail-sea connections in particular) through the following activities:

- ① The identification of key players in mobility planning and the creation of a cooperation environment (Inter-Connect Transnational cooperation network) where experience and knowledge exchange will take place.
- ② The development of common understanding of area's needs, challenges, opportunities and treats and the reaching of an agreement among stakeholders for the direction towards which mobility planning should focus (Action Plan on ADRION intermodality arising from real needs understanding and flows analysis, Detailed Action Plan based on Inter-Connect cases examination outputs).
- ③ The formulation of a strategic framework for



Telis Karapiperis
Inter-Connect lead partner

enhancing intermodality in the area and the respective authorities training on how to implement and finance measures able to add on ADRION sustainability (Inter-Connect Strategy-Roadmap with measures in a hierarchical order).

With the target of helping organizations to plan intermodal passenger transport, the project realized the open online platform "Inter-Connect Toolkit", which helps understanding

intermodality by providing access to EU, national, regional and local policies and strategies related to sustainable passenger mobility. Moreover, the toolkit gives information on potential funding tools/sources for mobility solutions, and provides insights on cooperation schemes for showing the most effective interfaces for stakeholders to define intermodal transport policies and measures. Concrete solutions of new public transport services for residents and for tourists were also tested in eight case studies realized in each country involved in the project. Thanks to Inter-Connect and the active cooperation of the ten partners, public transport services saw a significant improvement and will soon enhance international connectivity in the ADRION Region.

The Inter-Connect partners' team

MUNICIPALITY OF IGOUMENITSA



Telis Karapiperis
Inter-Connect lead partner

REGIONAL DEVELOPMENT AGENCY OF THE LJUBLJANA URBAN REGION



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Project manager



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Legal officer



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Financial and communication officer

EMILIA-ROMAGNA REGION



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Project manager



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Project and financial manager



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Communication manager

HZ PASSENGER TRANSPORT LTD.

MINISTRY OF INFRASTRUCTURE AND ENERGY ALBANIA



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Financial and communication manager



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Eneida Elezi
Technical staff

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INSTITUTE FOR TRANSPORT AND LOGISTICS FOUNDATION

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PORT OF BAR



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Milica Dubljević
Project Manager



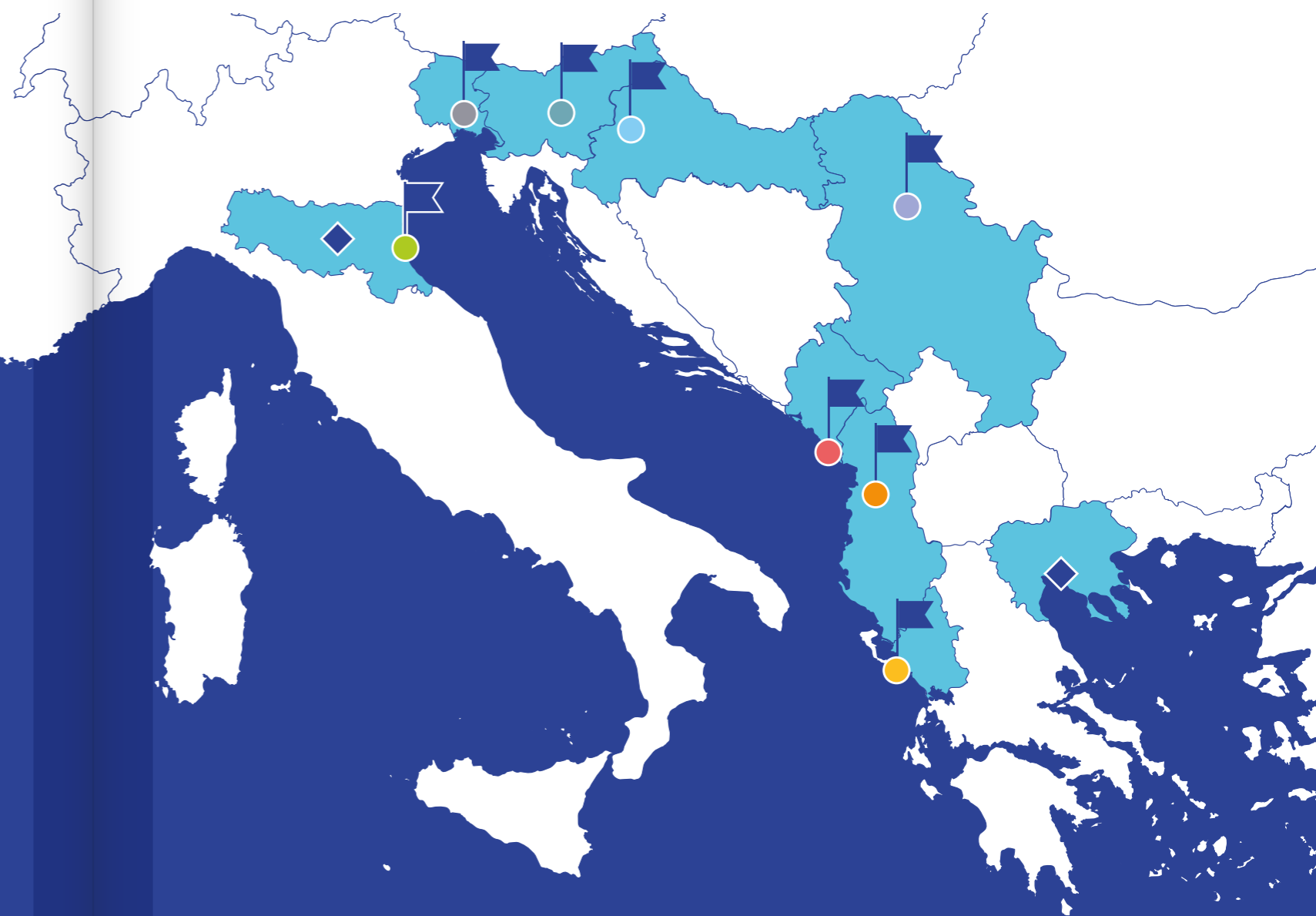
Nebojša Jevtić
Project coordinator

CHAMBER OF COMMERCE AND INDUSTRY OF SERBIA

Who we are



7 countries
 (Italy, Greece, Albania,
 Slovenia, Croatia,
 Montenegro, Serbia)



Total budget
1.6 million euros



Start-end date
01.01.2018
31.12.2020



10 Project partners



5 associated partners



2 Scientific partners



8 Case studies

ITALY
 Emilia-Romagna



ITALY
 Trieste



SLOVENIA
 Ljubljana



CROATIA
 Zagreb



SERBIA
 Belgrade



MONTENEGRO
 Port of Bar



ALBANIA
 Durrës



GREECE
 Igoumenitsa



GREECE Municipality of Igoumenitsa



“Building a successful partnership is one of the key features of a good transnational cooperation project”

Mr. Pantelis Karapiperis
Project Manager of European Programmes and Project at the Municipality of Igoumenitsa

Municipality of Igoumenitsa presents a long experience in transport related projects (national and transnational). Serving Igoumenitsa’s vision of becoming a modern, operational, citizens’ friendly hub in Greece, able to fruitfully cooperate with the rest ADRION cities so as to promote area’s development and socioeconomic cohesion, as explicitly stated in its Operational Programme 2014-2020, the Municipality of Igoumenitsa joined the project aiming to tackle relative identified challenges from the mobility perspective and under a transnational spectrum. Being a local authority in ADRION area acting as main gateway of Greece serving flows from/to ADRION Region thanks to the operational upgrade of its port (Igoumenitsa’s Port), is aware of the daily problems faced in ADRION area and commits itself to be fully on board for providing sustainable intermodal solutions. The case of Igoumenitsa examined cooperation schemes for the promotion of intermodality mainly at national and at a second level, transnationally (in line with EUSAIR objective towards inter-

modal port connectivity to the hinterland). Those schemes are estimated to lay strong foundations in the development of reliable intermodal transport networks for passengers in Igoumenitsa and in the whole ADRION area. The capacity building of the Igoumenitsa Municipality as regards necessary soft interventions (not infrastructures oriented) for the seamless connection of Igoumenitsa’s Port to the city centre as well as to other destinations at Igoumenitsa’s regional and national catchment area is be the output of the Greek case to be studied.



“Inter-Connect’s main contribution was to answer to current needs and challenges in local, national, and transnational level”

Mr. Ioannis Lolos
Mayor of Igoumenitsa - LP

ITALY Emilia-Romagna Region



Emilia Romagna is one of the 20 Italian regions. It is characterized by a consistent touristic flow through all the year, reaching peaks in the summer time mainly in the coastal area. The main challenges addressed in the two pilots developed within Inter-Connect in Emilia Romagna are to improve the attractiveness and the reliability of the regional train service both for residents and tourists and to continue in the integration of the fares and ticketing systems. Inter-Connect contributes in a fundamental way in the development of these pilots. In particular, the local dissemination events and the roundtables held throughout the project were crucial for collecting opinions and suggestions from users, and the survey conducted in Rimini allowed knowing more in details the needs of tourists in relation to integrated ticketing. The added value for the Emilia-Romagna Region in participating to Inter-Connect was related to the exchange of technical information and opinions with the others project’s partners and the pos-

sibility to contribute and learn from the several technical studies and tools developed throughout the project. It was also very helpful seeing how the other pilots addressed the promotion of intermodality at national and transnational levels. These are only some of the most important benefits of being an active partner of the Interreg ADRI-ON community.



“Inter-Connect represented another important step in the Emilia-Romagna long and fruitful participation to the Adrion programme”

Alessandro Meggiato
General Manager on Public Transport and Sustainable Mobility Department of the Emilia-Romagna Region, General Directorate for territorial and environmental care

SLOVENIA Ljubljana Urban Region



“Innovativeness is a crucial element for developing smart door-to-door intermodal transport”

Jernej Zajec
NOMAGO, Head of Business Development

The Ljubljana Urban Region (LUR) unites 26 municipalities and it is the region with the highest daily migration rates in Slovenia. Besides 550,000 of LUR residents, there are 28,000 students and 142,500 daily workers commuting to Ljubljana from other municipalities and regions. Data indicates that 90% of LUR inhabitants have access to public transport (1 km distance to first PT station), while two thirds of daily trips are still by private vehicles (SUMP LUR, 2018). As LUR is situated at the crossroads of the Baltic-Adriatic and Mediterranean Corridors, the main aim of the Inter-Connect project pilot is to improve and promote public transport and further enhance the use of railways in the wider catchment area of LUR. State-of-the art analysis within Inter-Connect LUR pilot addressed the necessary sets of measures to improve public transport given the needs of daily migration and sustainable tourism on the selected “Koper-Postojna-Ljubljana-Ljubljana Jože Pučnik Airport” transport corridor. The main benefit for LUR to participate in Inter-Connect

was to further encourage communication among the key stakeholders on local, national and transnational level. A memorandum of understanding among the five transport operators, four regional development agencies and a national ministry responsible for PT operation was signed to recognise and agree on long-term strategic priorities for road and rail public transport on the defined case study area.



“Effective public transport is essential for sustainable regional development. Inter-Connect helped us to reach this goal”

Matej Gojčič
Regional development agency of Ljubljana urban region, Deputy Director for Development and General Affairs

ITALY Trieste



“Cycle-tourism is the theme of the future. We have to transform the needs of the users in opportunities for the growth of our territory”

Luisa Polli
Councillor for the City, Territory, Urban Planning and Environment (Municipality of Trieste)

In spite of being the capital city of Friuli Venezia Giulia, Trieste is a “border city” located towards the end of a narrow strip of Italian territory (lying between the Adriatic Sea and Slovenia), in correspondence of the south-eastern corner of the region. Hence, in the case of Trieste, attaining the full role of transport hub implies, almost inevitably, dealing with the cross-border dimension in a context with a high transnational vocation and where maritime transport plays a key role.

Among other things, the role of waterborne transport in supporting intermodal connectivity between the relevant touristic centres along the coast should be noted, considering the fact that the main rail station (Trieste Centrale) is a terminus station of the Italian railway network.

It is in this context that the case study addressed the smooth integration and further development of waterborne services through cooperation with the Friuli Venezia Giulia Autonomous Region as well as with other local actors involved in sustainable passenger transport and tourism.

More specifically the case study has allowed to identify shared and effective (soft) measures allowing to exploit existing potentials and synergies through the subsequent development of ICT solutions efficiently providing information to users, improved integration of transport services as well as the upgrade of facilities and terminal accessibility.



“The Memorandum of Understanding signed thanks to Inter-Connect has reaffirmed the involvement and commitment of stakeholders to support measures improving intermodal public transport with maritime lines”

Roberto Antonione
CEI Secretary General

CROATIA Zagreb



“Inter-Connect provides an opportunity to achieve service expansion and service quality in line with best practices”

Alen Tursunović
Mag.ing.traffic,
expert for transport planning

Croatia is located along the Adriatic Sea and Zagreb, as the capital of administrative, political, economic, traffic, educational and cultural centre, is the most important traffic crossing in the Republic of Croatia. The second largest city is Split, which is the oldest city in the country, dating back to the 4th century, and an important transport centre for Dalmatia as well as the southernmost integrated point of the Croatian Railway network. Croatia has a rich historical and cultural heritage, and natural beauty. Its greatest advantage in terms of tourism is the Adriatic Sea coast. Traffic in the Republic of Croatia is mostly developed in the road segment, while there are some deficiencies in rail transport. For this reason, exploring the ways on how to change the structure of traffic usage in favour of public transport becomes the point of interest for HŽPP. Due to

its growth potential, HŽPP aims to focus on the offer development by identifying new opportunities and considering market trends and challenges. The correlation between tourism and traffic activities derives from their overlapping in space, and mutual interdependencies occur in the phase when it's needed to overcome spatial and time dimensions for tourism purposes. Due to all that, with the task of improving the tourist connection between continental area of Croatia (primarily Zagreb) and the Adriatic coast, HŽPP has developed a study with the aim of identifying optimal transport modes or optimal offer expand and the profitability of the investment in view of the potential demand for new forms of transport offer. Study shows services in accordance to the needs of passengers who expect fast, efficient and on-time services.

MONTENEGRO Port of Bar



“The importance of the Port of Bar will rise in the near future, thanks to the connections that shall be improved in the city of Bar, thus providing new opportunities for the port”

Deda Delović
Deputy Executive Director - Port of Bar

Bar is a town located on the coastal western border of Montenegro on the shore of the Adriatic Sea. It occupies an area of 505 km², with 4m up to 1593m above the sea level. It is approximately 53 km away from Podgorica, the capital of Montenegro. The municipality of Bar is the fourth largest in Montenegro. Besides having access to the Adriatic Sea, it should also be noted that Bar has access to the national park Skadar Lake, the largest lake in the Balkans. Bar is the only intermodal centre in Montenegro with all three modes of transport, namely, rail, road and maritime transport. However, the main mobility challenges Bar is facing are poor connections between mentioned various modes of transport. In our case, more exactly, the port docks are not sufficiently connected to the rail and road network by public transport, and there is a lack of infrastructure that would support inter-

modality development in the port. The aim of the infrastructure investment is increasing the volume of passengers and, at the same time, improving intermodal passenger transport, protecting the environment and reducing overall costs.



“New methodologies and schemes developed through Inter-Connect project will create the basis for future promising projects related to urban mobility in the city of Bar”

Isidora Bulatović
Project Officer - Port of Bar

ALBANIA Durrës



“The revitalization of railways in Albania and the whole region increases our credibility to the European countries and to our citizens”

Eneida Elezi
Foreign Affairs HSH Responsible
and EU State representative

Durrës is the second most populous city in the Republic of Albania. Located on the Adriatic Sea, it is the country's most ancient city and the economic centre. Durrës is served by the Port of Durrës, one of the largest on the Adriatic Sea, which connects the city to Italy and other neighbouring countries. Durrës is an important link to Western Europe due to its port and its proximity to the Italian port cities, notably Bari, to which daily ferries run. Major roads and railways pass through the city given its significant location and connect the northern part of the country to the south and the west with the east. It is the starting point of Pan-European Corridor VIII, national roads SH2 and SH4, and serves as the main railway station of the Albanian Railways. The City-port of Durrës is located in the Adriatic Region, and it is in the Metropolitan area of Durrës-Tirana capital (DURANA logistic and transport cluster), in the core network corridor (CNC). Smart and resilient solutions of sustainable mobility must yet be found, since the transport bottle-

necks are yet to be removed in the central axes for Albania. The very advantageous geographical location makes the port of Durrës the greatest port of Albania and a key location for transit networks and passenger ferries, giving Durrës a strategic position.

The rail station of Durrës is connected to other cities in Albania, including Vlorë and Tirana. The area considered for the pilot is between Tirana and Durrës, including the international airport Rinas. The digital solution that will be developed will be more focused on the area between Durrës ferry terminal and the Central train station. The area between Tirana and Durrës is dominated by road transport and has a big number of ports on the coast. The connections to the hinterland are poor and with many bottlenecks, coordination is also inadequate. This is evident by the maritime traffic congestion at ports and the waiting times at the border, as the number of visitors and the volume of containers increase.

SERBIA Belgrade



“Inter-Connect project reveals the new possibilities of intermodal passenger transport in the City of Belgrade, optimisation and soft measures could be the key”

Mr. Nebojša Jevtić
Inter-Connect CCIS project coordinator

City of Belgrade is the capital of Serbia and the biggest city in the country, located at the confluence of the Sava and Danube rivers and the crossroads of the Pannonian Plain and the Balkan Peninsula. Besides being a central administrative and business point in Serbia, Belgrade is also a touristic destination, recording a strong increase of travels from year to year. Belgrade attracts a numerous daily travels reaching a huge daily migration of population, which together with the permanent migration from the country side, creates increasing trend of transport demands and consequently more dense traffic flows.

The vast majority of all passenger domestic or international movements, is being realized by road transport with a small share of railway and air transport.

One of the main - key messages of Inter-Connect project we learned and try to explore, is focusing on passenger needs, connecting the long distance and last mile transport services through intermo-

dality and the use of railway. Combining the needs of international travellers and local commuters, as well as changes in passenger's behaviour and habits in the light of the latest construction projects in the city centre and the relocation of central and bus stations, the Belgrade case study investigates the impact of the movement of the main railway and bus station to new locations, attempting to provide guidelines and proposals for the further development of Belgrade's transport system, highlighting the new opportunities for intermodal and railway transport development. Being part of Interreg ADRION community through Inter-Connect project, gave us the opportunity to share best practices and experiences, showing that the contribution to common issues such as network development, service level and quality, could be done through the transfer of solutions for better planning and organization and the implementation of innovative transport solutions from the regional experience.

CENTRE FOR RESEARCH & TECHNOLOGY HELLAS

CERTH/HIT, being the technical coordinator of Inter-Connect project, had the following role during project's lifecycle:

- Responsible for the technical management and coordination of the testing activities - supporting pilot cities for successfully undertaking pilot activities and managing risks;
- Envisioner and developer of the Intermodal Transport Capacity Building Toolkit;
- Coordinator and leader of Inter-Connect's Roadmap, a prioritization of interventions based on the analysis of the current and future connectivity, stakeholders' and passenger' feedback and the key messages derived from cases' examination, therefore of a useful tool in the hands of authorities so as to prepare their future efficient and realistic agendas;
- Coordinator of the ADRION Thematic Cluster "Urban and interurban low carbon intermodal mobility for passengers".

CERTH/HIT is a highly recognized research body in the field of Transport. Since its establishment in 2000 it has been a leading research institution in Greece offering specialized basic and applied research and highly technical services in all fields of transport. It has taken part in many EU and national projects with the aim to support sustainable transportation. Going further back in time, CERTH/HIT has participated in many projects that aimed at decreasing congestion and facilitating passengers' mobility while having an active role in various relevant

forums and committees (CIVITAS, POLIS, UITP, EC-TRI, ERTICO, ALICE, AVERE, EPOSS, HUMANIST etc.).

The Institute is also technical consultant for many Greek Municipalities in the process of SUMP development. Furthermore, CERTH/HIT is the consultant of "Greek Fund" (www.prasinotameio.gr) for the funding procedure (methodology) of Greek Municipalities to implement SUMPs as well as participates in the « SUMP » Task Force of Ministry of Infrastructure, Transport and Networks. Recently a new department was added in its structure linking the Transport with the Tourism Sector, 'Transport and Tourism'.



Inter-Connect project gave CERTH/HIT the opportunity to examine ADRION connectivity at local and transnational level and opened the path for capitalizing this knowledge at wider scale through the participation and leadership of ADRION Thematic Cluster 'Urban And Interurban Low Carbon Intermodal Mobility For Passengers'

Maria Morfoulaki
Transport Engineer
Application Scientist A

INSTITUTE FOR TRANSPORT AND LOGISTICS

The Institute for Transport and Logistics (ITL) is responsible of several technical activities during the project life cycle and in particular:

- Assessment of the 8 Inter-Connect case studies in order to evaluate the effectiveness of the proposed measures and the potential replicability in other EU and Adrion cities and territories;
- Definition of the policy recommendations in relation to the promotion of the intermodality policies and measures at EU and Adrion level.

The Institute for Transport and Logistics (ITL) is a no profit body funded on 17th December 2003. Its purpose is to contribute to the development and promotion of the logistics and transport systems in the Region Emilia-Romagna through research, consultancy and training. ITL strategic vision is about triggering network relationship among public authorities (Emilia-Romagna Region, Provinces and municipalities, Ravenna Port and related authorities), private companies (logistics providers, manufacturing companies, transport operators, etc.) and educational institutions (business schools, universities, professional educational programme providers, etc.).



"Inter-Connect project was another important step in the long tradition of ITL participation to EU and Adrion projects on sustainable mobility. The synergies with other EU projects and the different concrete actions developed demonstrate the importance of these EU projects"

Giuseppe Luppino
Senior project manager
and Responsible of EU projects, ITL



"It is not easy to promote the intermodality in the Adriatic Ionian Region, but thanks to Inter-Connect it was possible to develop and test innovative and effective solutions. The Adrion countries are now closer for sustainable travellers"

Andrea Bardi
General Manager of ITL

GREECE
Igoumenitsa



Igoumenitsa



KEY WORDS:

- **Regional Mobility Analysis**
- **Intermodality**
- **Strategic Mobility Planning**
- **Stakeholder’s Engagement**
- **Public Participation**

PROMOTING PUBLIC TRANSPORT OPERATIONS FOR THE CITY OF IGOUMENITSA

The city of Igoumenitsa, being a small coastal city, did not pose any threats to the wellbeing of its citizens and visitors. It was the mapping of its mobility patterns that have been recently discussed and analysed within the SUMP study that fertilised the public consultation about the future of the city. Obviously, the high private car ridership for such short commuter trips in terms of time and distance is something to take immediate actions about. Unfortunately, this perception of the car as the preferred mode seems to be deep-seated in the Greek society, and is almost fixed and determined in the young generations, as well. As soon as these have the possibility to use and get access to a car, they do so. For example, cycling does not seem to be an option for students to access their schools as it is the case in many other European countries with far less favourable climatic conditions for cycling. This pilot case is seeking to establish the widely acknowledged sustainability concept of using active modes of transport (walking and cycling) and Public Transport services for longer distance trips. This has been furthered through the city’s vision of making Igoumenitsa a final destination instead of a mere port city serving Greek islands and international freight and passenger flows to Italy. This new public transport service will cover both needs at once. Last but not least, the new bus lines will enable the direct and seamless interconnection between two important terminals of the city, the Ro-Ro Port and the inter-urban bus station.



City
accessibility



“Inter-Connect will enhance the city’s vision for making Igoumenitsa a final destination as opposed to a mere port city serving Greek islands and international freight and passenger flows to Italy”

Mrs. Giannoula Tzovara
Civil Engineer, Responsible for the SUMP of the City of Igoumenitsa, Member of the Project’s Team

The proposed new PT service includes two bus lines, the blue one being a regular line accommodating everyday residents’ needs all year round with an average frequency of 40min and ten (10) bus stops. The brown line is a DRT line mainly targeted to the cruise ship and international SSS passengers, but at the same time improving the bus frequency along the main route for 7 months a year (between April 1 and Oct. 31).



LESSONS LEARNT

The scope of this pilot activity is to promote the establishment of a new public transport service able to:

- Serve regular connection between terminals (e.g. the International Port of Igoumenitsa and the Inter City Bus Station)
- Allow international travelers to visit the city by Bus, having the chance to learn about its local offers and important archaeological sites
- To design, prepare and finally kick start a new synergetic Public Transport service with a regular line operating all year round and a DRT service for the summer period (7 months /year)

2

Round tables between the stakeholders

Dissemination events

for the promotion of the goals and scopes of the project

Educational campaigns

through the European Mobility Week to raise awareness of the citizens about the project

ITALY
Emilia-Romagna Region



Emilia Romagna



KEY WORDS:

- Soft measures
- Train Optimization
- Emilia-Romagna Region

CASE STUDY A

IMPROVING THE PASSENGER RAIL SERVICE BETWEEN RAVENNA, RIMINI AND BOLOGNA REDUCING THE TIME TO REACH THE FINAL DESTINATIONS

The Emilia-Romagna case study A refers to the improvement of passengers' rail service between Ravenna, Rimini and Bologna reducing the time to reach the final destinations. As the infrastructural improvements of these lines require big investments and long times, the Inter-Connect project focuses more on defining and testing soft solutions able to reduce the regional trains travel times.

The key objective was to reduce the travel time between Bologna, Ravenna and Rimini from 81'-83' to 69' in both directions and to reduce the travel time between Ravenna and Rimini, serving all the Romagna coastal cities in a best way. The objective was to reduce to less than 1 hour the travel time between these cities in both directions, increasing by at least 3% the direct trains traveling on this line. The main aim of the pilot is to revitalize the railway line along the Emilia-Romagna Adriatic coast and the connection between the key regional transport hub (Bologna, with the main regional high-speed train station and the international airport) with the coastal area, in order to increase the attractiveness of the service for both residents and tourists.

The pilot was possible thanks to the cooperation of the Emilia-Romagna Region and Trenitalia, the national train operator.



Integrated ticket



Trains time tables



LESSONS LEARNT

The effectiveness of soft measures in improving the regional train service attractiveness is the key lesson learned in this pilot. There has been a relevant reduction of travelling time between Bologna and the main Italian cities since the development of the high-speed service activated in the last decade. However, this travelling time reductions did not happen between the Emilia-Romagna main cities as the train infrastructures remain the same. Thanks to the soft solutions, it is possible to improve the train offer without major infrastructure investments.



“The Region is strongly interested in the enhancement of intermodal passenger transport in the Emilia-Romagna region, in particular to better connect the coastal areas of the Adriatic to the first level hub of Bologna”

Cesare Sgarzi
Technical Officer, Public Transport and Sustainable Mobility
Department of the Emilia-Romagna Region, General Directorate for territorial and environmental care



18%
travelling time reduction between Bologna-Ravenna and Ravenna-Rimini (12'-14') in both directions

3%
Increase of direct trains traveling on the line

ITALY
Emilia-Romagna Region



Emilia Romagna



KEY WORDS:

- Integrated ticketing
- Train and bus integration
- Emilia-Romagna Region

CASE STUDY B

EXTENSION OF THE CURRENT “ROMAGNA SMART PASS” TOURISTS’ BUS TICKETS TO THE RAIL ALONG THE ROMAGNA ATTRACTIVE CITIES, TO PROMOTE INTERMODALITY AND PUBLIC TRANSPORT IN ROMAGNA

The Emilia-Romagna Inter-Connect case study B is referring to the extension of the current “Romagna smart pass” tourists’ bus flat rate tickets to the rail along the Romagna main cities, to promote intermodality and public transport in Romagna among tourists. The definition, planning and implementation of this pilot has been realized through the work and the cooperation schemes developed among the local public transport operator (Start Romagna, Inter-Connect associated partners) and the national rail operator (Trenitalia) with the political and technical support of the Emilia-Romagna Region. Thanks to this collaboration in the framework of Inter-Connect, the launch of the Rail Smart Pass was possible, a special and integrated travel ticket that enables tourists to discover the whole Romagna region using all the public transport solutions (buses and trains). Two kind of tickets have been released: 3 and 7 days tickets. With these tickets, it is possible to travel without limits on all the train and buses circulating around Romagna. The Rail Smart Pass was defined from another important and successful integrated ticket launched by Start Romagna some years ago and integrating all the local buses operating within Romagna: the Romagna Smart Pass.



Integrated ticket



Trains time tables



“Inter-Connect provides an important opportunity to discuss with other EU partners how to improve rail and bus services in the Adriatic-Ionian area and in the Emilia-Romagna Region”

Andrea Normanno
Project Manager, Public Transport and Sustainable Mobility
Department of the Emilia-Romagna Region, General Directorate for territorial and environmental care



LESSONS LEARNT

The tourists are very interested in this kind of integrated public transport ticketing services for two main reasons: convenience of the fares and simplicity of the system and tickets use. It is not easy to launch such an integrated ticketing system. In particular, there are different technical and governance barriers to overcome. This requires strong cooperation schemes among the key stakeholders and the political support of the regional and local public authorities. Despite the high interest on this integrated bus-train flat rate tickets, only few tourists have got to know this opportunity yet. For this reason, promotional communication campaigns are fundamental.



5.000
contactless tickets
in testing phase

20
billion potential
tourist users

80
municipalities
involved



Ljubljana



ANALYSIS AND MEASURES FOR DEVELOPMENT OF PUBLIC TRANSPORT AND INTERMODALITY ON THE PILOT CORRIDOR “KOPER-POSTOJNA-LJUBLJANA-LJUBLJANA JOŽE PUČNIK AIRPORT”

Despite all small-step improvements in the regional sustainable mobility, recent macroscopic trends continue to indicate growth of private cars in both segments, daily and touristic mobility. To mitigate this trend, the main scope of Ljubljana urban region (LUR) case study was to analyse the current situation of intermodality and define short- and long-term measures for the improvement of touristic public transport within the selected project corridor: Koper-Postojna-Ljubljana-Ljubljana Jože Pučnik Airport.

In order to allocate public transport passengers experiences and preferences, 700 on-field surveys were conducted in the selected main transnational hubs along the Ljubljana project corridor. Moreover, Inter-Connect transport study addressed the main sets of measures to improve PT operation along the project corridor and illustrated main mobility-related bottlenecks and its solutions for the improvement of PT at the regional and national level.

Following many consultancies and roundtables, the main result of Inter-Connect project in LUR was a signature of a “Memorandum of Understanding (MoU)” signed among ten stakeholders operating along the case study corridor. Stakeholders agreed to support the development of

KEY WORDS:

- Regional mobility analysis
- Intermodality
- Strategic mobility planning
- Stakeholder’s engagement
- Public participation



Port - city connectivity



PuT enhancement



seamless and efficient PT operation, complementary services and intermodality in the Inter-Connect LUR corridor. The main aim of next project steps will be to address various sectoral policies and interdependencies to further improve intermodal operations across countries.



LESSONS LEARNT

The case study indicated that the main improvements could be reached in further developing inter-connectivity of PT offers along the case study corridor, and an effective railway services as a “back-bone” for intermodal long-distance PT. The implementation of a “Memorandum of understanding” demonstrated that the empowerment of stakeholders is the most efficient participatory processes to involve them in the decisions making and up-take of responsibilities within the PT sector. The signed MoU within LUR will further encourage communication among the parties involved and thus support the long-term improvement of PT in the ADRION area.

10

main Slovenian stakeholders along the case study corridor signed the MoU

72

active stakeholders involved within participatory processes of Inter-Connect project in Ljubljana Urban Region

700

public participants within on-field consultation for PT improvement on LUR case study corridor



“Communication among the main stakeholders, established also within the Inter-Connect project, is crucial for further development of rail passengers transport as a back-bone for efficient intermodality on a regional and national level”

Darja Kocjan, Bsc
 Slovenian railways - Passenger Transport, director



KEY WORDS:

- **Cross-border connectivity**
- **Maritime passenger services**
- **PT services integration**
- **PT user information provision**
- **Sustainable tourism**

PROMOTING MARITIME AND CROSS-BOARDERS PUBLIC TRANSPORT IN THE PROVINCE OF TRIESTE

The pilot is framed within a strategic approach pursued by the Friuli Venezia Giulia Autonomous Region for enhancing cross-border connectivity in general, thus promoting multimodal services linking to Austria, Slovenia and Croatia.

Within this framework, the goal of the INTER-CONNECT case study is to support further improvements of intermodal connections and accessibility pivoting on the existing maritime services connections in Trieste. In particular, the pilot is made-up by the following two sub-cases:

- SUB CASE A - focused on the existing cross-border maritime service and aiming to enhance its accessibility and (land-side) interconnection with public transport services as well as its usability;
- SUB CASE B - addressing the assessment of the potential and development of a new maritime service linking (Trieste-)Muggia-Koper.

To this purpose, following the preliminary analysis carried out, the case was developed through a process encompassing an interactive and continuous dialogue with relevant stakeholders as well as on-the-field surveys allowing ascertaining users' perception and needs. The key outcome of this process is the identification of a list of shared measures to which the stakeholders have committed themselves by signing a Memorandum of Understanding in December 2019.



“The MoU signed between Trieste, Muggia and Koper should not be considered as an endpoint but rather the beginning; we are starting from here to develop new innovative ways to improve the connectivity of cross-border public transport”

Graziano Pizzimenti
 Regional Minister for Infrastructure and Territory



“Citizens shouldn’t be constrained to use the car to reach Koper when you could arrive faster by the sea, as it already happens with Trieste”

Laura Marzi
 Mayor of Muggia



“Honestly, I can’t wait to see the activation of the service promoted by the Inter-Connect case study in the FVG region, I don’t see why we shouldn’t use the sea for local public transport”

Aleš Bržan
 Mayor of Koper



LESSONS LEARNT

The pilot allowed to confirm the importance of a comprehensive vision and systemic approach. On a strategic level, it implies coordinating different initiatives on local, cross-border and transnational mobility. At operational level, it implies tackling jointly all the different aspects called-in for a smooth multimodal transport solution. Furthermore, it underlined limited though impacting gaps in cross-border accessibility which need to be addressed to answer to the mobility needs of both residents and tourists.

15.181

Passengers of transnational maritime service in the 2019 season (+44% increase with respect to 2018 Season)

7

stakeholders sharing a common commitment through the MoU signed in December 2019

6

Identified end measures (4 for Sub case A, 2 for Sub case B)



Zagreb



FEASIBILITY STUDY - DEFINING METHODOLOGY FOR PASSENGER FLOWS BETWEEN RAILWAY NODE ZAGREB AND ADRIATIC COAST

Pilot activity of HŽPP is a Feasibility study that will show the necessary steps for improvements of the railway service. The main task of this study is to enable a tourist's adequate connectivity between the continental part of Croatia and the Adriatic coast and continuation of the journey to Greece. Study task arises from the need of higher quality and efficiency planning of public transport solutions, which is necessary for sustainable mobility. The aim is to determine reliable systems and railway time schedules, their accuracy and the connectivity with cities on the Adriatic Coast such as Split. By identifying the main weaknesses of the Croatian transport system, the country's policy makers need recommendations to influence the identified deficiencies and create comparative advantages for the Republic of Croatia in the connection of Pan-European transport corridors with the Adriatic ports. By exploring the ways on how to change the structure of traffic usage in favour of public transport, this becomes the point of interest of many traffic-planning experts such as HŽPP national railway company, and the development of quality integrated transport systems is becoming a global trend and need. HŽPP has developed this study with the aim of identifying optimal transport modes, optimal offer expands and the profitability of the investment in view of the potential demand for new forms of transport offer. Study explores the conditions that would stimulate a change of potential railway user's decision on transport mode on the routes between Zagreb and Split.

KEY WORDS:

- Rail transport
- Tourist offers
- Service development



Smart & integrated services



LESSONS LEARNT

Creating intermodal passenger transport modes - introduction of new services that would increase the demand of rail transport services. Establishing cooperation with maritime carriers to identify measures for removing obstacles when introducing new services. Cooperation with stakeholders that have an impact on designing national strategies and action plans to adequately weight the priority of improving existing or building new railway infrastructure that would facilitate the implementation of new intermodal travel modes. Cooperation with tourist boards that would address potential users by adequately promoting messages and communication strategies.



“The use of modern promotion tools will enable a significantly greater coverage of potential users”

Alen Tursunović
 Mag.ing.traffic,
 expert for transport planning

600
 passengers surveyed

74.28%
 considered a single ticket for rail and sea transport a good idea that would make the travel easier

224,340
 total travels are journeys of Croatian tourists from Zagreb and Zagreb County to the sea





Port of Bar



INTERMODAL PASSENGER TRANSPORT IN BAR (SEA-BUS-RAIL)

Port of Bar's case study tackled and analysed all transport modes currently operating in the city of Bar. More particularly, the study has examined the feasibility of the infrastructure project related to a Passenger terminal located in Port of Bar (financial and economic analyses were included in the study). The focus of the financial analysis was on financial effects of the project for the owner/user of the project infrastructure (future extension of the quay in 430 m), whereas the focus of the economic analysis was on the economic analysis estimates of the project to the overall wellbeing of society. Being an important transport link, Port of Bar must invest in its infrastructure in order to overcome current bottlenecks related to the accommodation of middle and large size ships (ferries and cruise ships), as well as the cost-effectiveness of this project. In order to do so, it must perform overall and comprehensive studies to support its investments. In addition, the pilot project focuses also on implementation of new possibilities to connect maritime, rail and bus transport.

KEY WORDS:

- **Intermodal transport**
- **Sea**
- **Bus**
- **Railway**



Rolling stock



Infrastructure



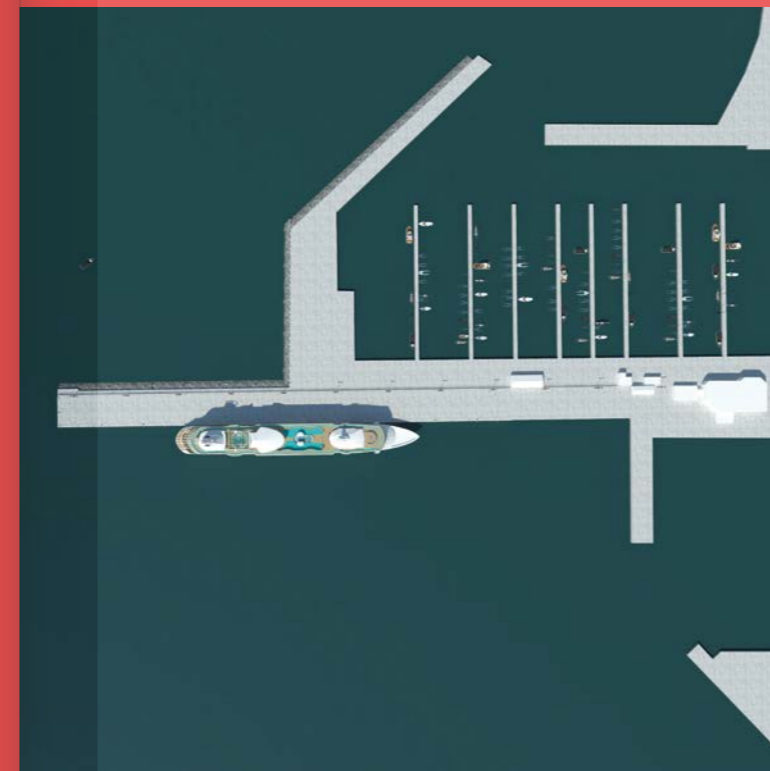
LESSONS LEARNT

Pilot action of the Inter-Connect project contributes to the promotion of intermodality in Bar, namely through introducing measures to provide integrated transport modes (ferry-rail-bus), providing new transport services to passengers and tourists including info boards, transport web and mobile apps, single integrated tickets for all modes, promoting the benefits of using public transport etc. In addition, it contributes to the environmental protection through traffic and pollution reduction.



“The development of intermodal transport in the city of Bar will be further promoted by involving different stakeholders who would contribute to increasing the volume of transport, environmental protection and cost reduction”

Rade Stanišić
 Head of International project management unit - Port of Bar



13,3
 million of euro
 infrastructure upgrade

500.000
 passengers per year

264
 cruise ships



Durrës



STUDY ON DEVELOPING AND IMPLEMENTING A TECHNOLOGICAL SOLUTION FOR INTERMODAL TRANSPORT

The objective of this case study is to enhance inter-modal transport between rail +maritime +air transport (and possibly other modes of transports) especially between Tirana and Durrës. This technological solution will be developed primarily to reflect the travel information about ferries, trains and flights, with the option of expanding the range of travel and locations at a later point. All travellers will be informed of all timetables of rail, maritime and air transport in real-time through digital billboards . The location of the technological digital solution will be more focused on the area between Durrës ferry terminal and the Central train station of Durrës. The priority is to explore and analyse the needs of travellers and to develop a technical solution for intermodal transport aimed at sharing the information in real-time.

KEY WORDS:

- Information in real-time;
- Technological solutions;
- Integrated timetable for intermodal transport;
- Sustainability;
- Collecting real data systems



Smart & integrated services



Information provision



“The purpose of different transport modes is to facilitate the connections and to provide opportunities for both work and leisure”

Majlinda Lila
Head of sector for IPA projects preparation and feasibility, Directorate of Conception and Feasibility of Transport and Infrastructure Projects, Ministry of Infrastructure and Energy



“Digital platforms play a significant role in bringing together end users and transport providers, using the power of digitalization to enable new user experiences and create networked mobility.”

Elda Cenka
Expert, Directorate of Conception and Feasibility of Transport and Infrastructure Projects, Ministry of Infrastructure and Energy



LESSONS LEARNT

Sharing the best experience among the regional partners with the aim of improving the service for a better connection to the region. This project will allow the MIE to better promote sustainable transport and remove bottlenecks in the key network infrastructures. The pilot will help preventing time losses in the planning of multimodal routes. Through the digitalization and innovation of transport systems, passengers will have all information regarding the timetables in real-time, and info points will be more effective when serving the passengers. This pilot will serve as a good example that could be replicated in the future in other ports.

900.000
passengers per year

data collection
of traffic flow

study
for technological solution

SERBIA
Belgrade urban area



Belgrado



EFFECTS OF THE RELOCATION OF CENTRAL BUS AND RAILWAY STATIONS IN THE CITY OF BELGRADE

Due to construction works on the right bank of river “Sava” in the city Centre, the railway central station is moved, and bus station will be moved after completing the new central bus station in the next 12 to 18 months. Before this construction works, central railway and bus stations were next to each other. Planned new locations are distant. Passengers who need to transfer must use city public transport in order to transfer from the railway to the intercity or international bus lines and vice versa.

The Belgrade Case study objective was to investigate the impact of the relocation of the main railway and bus station, with a special attention given to the possibility of using intermodal passenger transport and promoting the use of the local and long distance railway lines.

The main purpose of the Belgrade case study is to get inputs and create the concept for further detailed analysis of effects of movement of the two main transport nodes and to highlight elements for further activities of implementation in the following phases.

KEY WORDS:

- Railway and Bus station relocation
- Public Transport lines optimization

Over 300.000
visitors annually coming to Belgrade from ADRION region

30%
of stops in Belgrade (Public Transport) is used by 80% of passengers



Cooperation schemes



Funds



LESSONS LEARNT

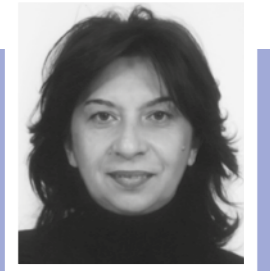
The main outcomes of the Belgrade Case Study conducted within the Inter-Connect project are:

- Proposed Concept for further development and following phases
- Proposed Concept for future reorganization and optimization of existing Belgrade Public Transport system and lines
- Proposed route changes of bus line A1, connecting central bus and railway stations to Belgrade airport



“Inter-Connect project shows that connectivity is not only about the infrastructure, but joint work and cooperation”

Ms. Milica Dubljević
Inter-Connect CCIS project manager



“We should keep what we started here, we need true cooperation among different stakeholders from public and private sector”

Ms. Gordana Marković
City of Belgrade Secretariat for Transport - Head of the planning documentation department



Over 1.6
million inhabitants in the City of Belgrade

Over 5
million inhabitants in catchment area

Over 400
passengers surveyed

Infographic

- Central European Initiative - Executive secretariat
- Regional Development Center Koper
- "TRANSPORTLOG" - Transport and Logistic Managers Association, SB
- Interlog Bar, ME

- HŽ PP - HŽ Passenger Transport Limited Liability Company
- Belgrade Railway Junction Construction Company Ltd
- "Railway Transport of Montenegro" JSC Podgorica
- "Railway Infrastructure of Montenegro" JSC Podgorica, ME
- Slovenian railways - Passenger transport, Ltd.
- Trenitalia
- Rete Ferroviaria Italiana (RFI)

- Trieste Trasporti S.p.A.
- Traffic Company "Lasta"
- Javno podjetje Ljubljanski potniški promet, d.o.o.
- Arriva Slovenija
- Nomago d.o.o.
- Start Romagna

- Trieste Municipality
- Koper Municipality
- Muggia Municipality
- Autonomous Region Friuli Venezia Giulia
- City Administration of the city of Belgrade - Secretariat for public transport
- City Administration of the city of Belgrade - Secretariat for transport
- Ministry of Transport and Maritime Affairs, ME
- Municipality of Bar, ME
- BSC, Business Support Centre, Ltd, Kranj, RDA of Gorenjska
- Development Centre Novo mesto Ltd.
- The Municipality of Kamnik
- Municipality Dobrova-Polhov Gradec
- Municipality of Brezovica
- Municipality Ivančna Gorica
- Regional Development Agency Posavje
- Municipality Logatec
- Inter-Municipal Development Centre of the municipalities of Grosuplje, Ivančna Gorica and Trebnje
- Emilia-Romagna Region
- RDA Green Karst, Ltd.



- Tourist Board Split
- Tourism Organization of Town of Bar
- Ljubljana Tourism

- "Alrport of Montenegro" JSC

- Samer & Co. Shipping Company
- "Port of Bar" H.Co., ME
- "Barska plovdba" JSC, ME

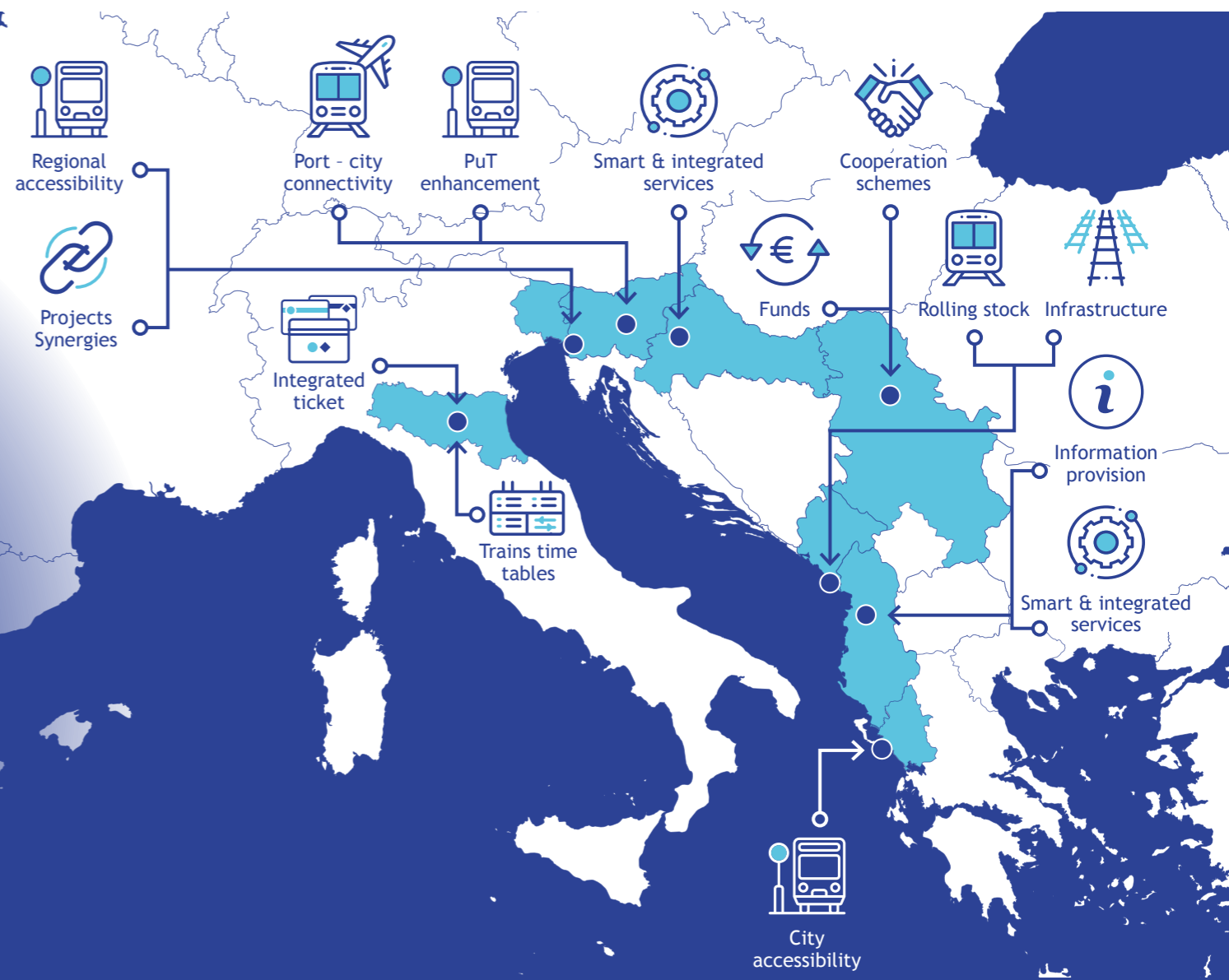
8 Case studies



16 round tables



16 local dissemination events



1 Inter-Connect Roadmap



8 National Memorandum of Understanding signed

1 Transnational Memorandum of Understanding signed



4 webinars



1 toolkit integrating knowledge gained



2500 surveys to tourists

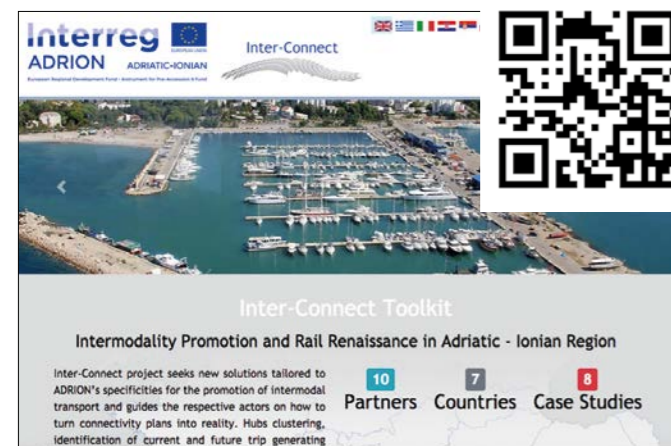
Inter-Connect Toolkit

The “Intermodal Transport Capacity Building Toolkit”, developed in the form of an open platform by CERTH/HIT while incorporating the whole knowledge gained through the project and the experience exchange with partners, serves Inter-Connect’s principle goal of training of intermodal transport planning and promotion.

Toolkit’s services are:

- Intermodality understanding tool, providing access to EU, national, regional and local policies and strategies on sustainable passengers’ mobility;
- Seed money tool, providing information for potential funding instruments/sources for mobility solutions;
- Cooperation schemes insight tool, providing the liaison with key engaged actors ;
- Overview of significant actions for building a strong ADRION connectivity profile (Roadmap).

The Inter-Connect toolkit are available at this link: <https://interconnect.imet.gr/>



Memorandum of Understanding

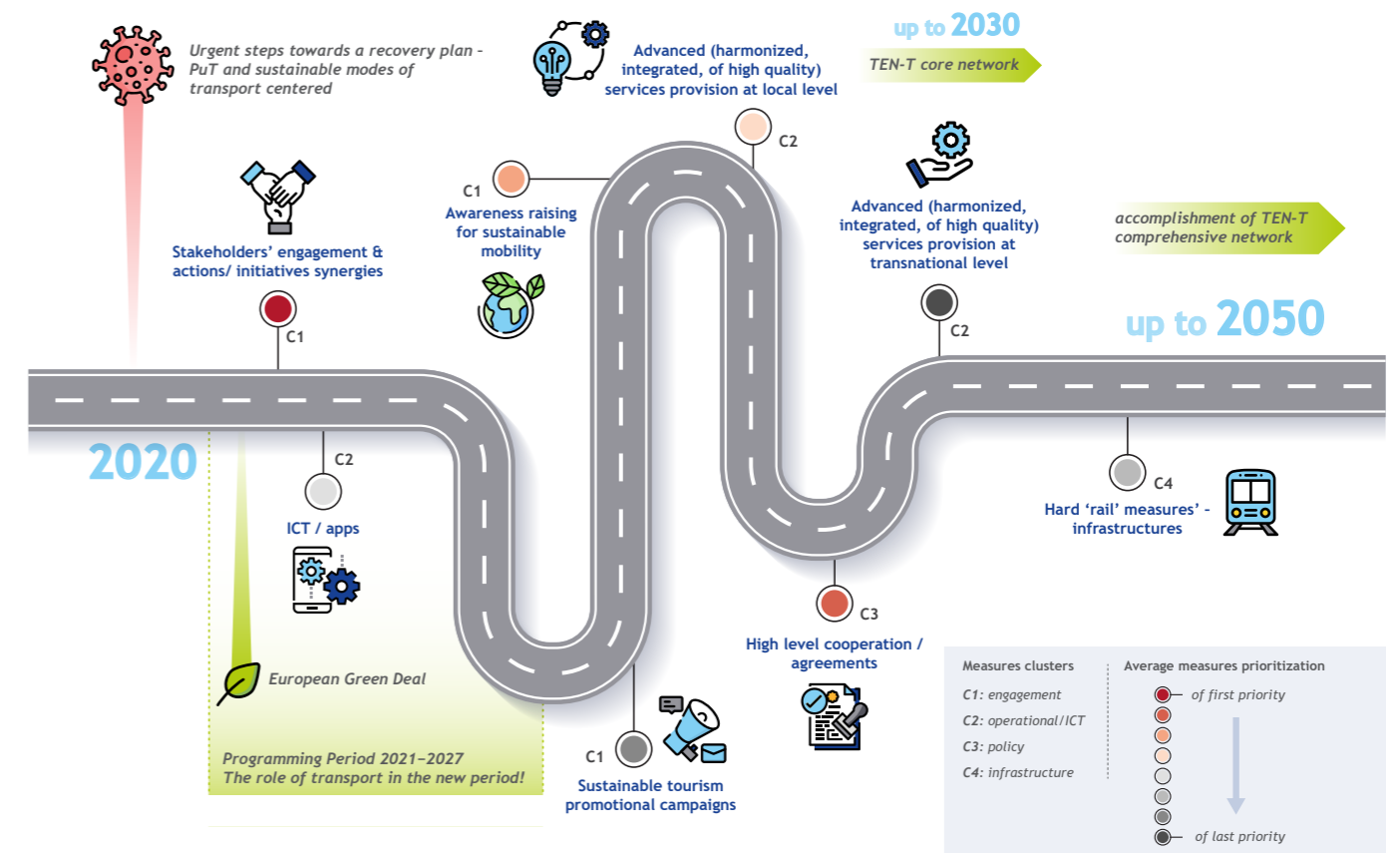
The Memorandum of Understanding (MoU) is a type of agreement between two or more parties. It expresses a convergence of will between the parties, indicating an intended common line of action. It is not a legal commitment but an important agreement among different public and private stakeholders in launching and promoting measures and policies aimed to improving better intermodal and sustainable transport solutions at Adrion level.

Eight Memorandum of Understanding, one per case among Inter-Connect responsible partner and local stakeholders for the promotion of Inter-Connect case specific context as well as one transnational MoU among project partners and other supporting bodies are prepared and signed during the project. These MoUs are one of the most important result of the Inter-Connect project and the base for the survival of the Inter-Connect objectives beyond the end of the project.



Inter-Connect Roadmap

The analysis of the current situation, the feedback from stakeholders’ plans and passengers’ needs along with the identification of future trends and opportunities formulated the roadmap for ADRION’s intermodal transport development. The roadmap is a prioritization of interventions for reaching a good connectivity level at ADRION. Among the proposed interventions of the roadmap are found integrated solutions, new cooperation schemes, services’ optimization, new services, harmonized procedure/management structures and funding enablers’ mobilization.



Final Words

Over the past two and a half years, Inter-Connect partners cooperated in a very fruitful way both among each other as well as with a wide group of experts, stakeholders and key players in passengers' transport sector. This work set the foundations of the Inter-Connect Transnational cooperation network, a network of active and engaged stakeholders in the areas of sustainable mobility and of Public Transport based intermodal transport. We are fully convinced that the efforts we have started making in the context of the project for the promotion of passengers' intermodal transport at local scales will continue also after the closure of the project since we have this active support from our network - 8 MoUs for the continuation of the efforts at local level and 1 transnational MoU among Inter-Connect partners and strongly engaged stakeholders are there to keep alive our vision! The vision for achieving ADRION Region's sustainability via entering a low carbon transport linked era!

The technical work done within project's lifecycle allowed us to develop a really good level of understanding of area's needs, challenges, opportunities and treats and helped us to identify consultation, planning and regulation actions



Dr. Maria Morfoulaki
Inter-Connect project
Technical Coordinator &
Thematic Cluster Coordinator
Centre for Research
& Technology Hellas (CERTH)

that could help competent authorities in improving passengers' transport systems efficiency. Through the examination of 8 local/regional case studies and the conduction of a transferability analysis, key measures for enhancing the intermodal transport profiles of ADRION cities were elicited. The consultation and the participation of key stakeholders in prioritizing the measures resulted in the development of a significant output of the project; the formulation of a strategic framework for enhancing intermodality in the area, the Inter-Connect Roadmap for

which we are very proud of! Beyond expressing my sincere thanks to all Inter-Connect partners for the work done, I would like to close with a final reference on the opportunity that ADRION Programme gave to its projects with the call for participation in Thematic (capitalization) Clusters - Inter-Connect belongs in the Cluster of 'Urban and Interurban Low Carbon Intermodal Mobility for Passengers'. It was a unique wider collaboration initiative for rethinking and enhancing the outputs of our projects and for creating a solid base for cross-fertilization and ideas generation. Concluding, yes... Inter-Connect was a great joint experience!

Project partners



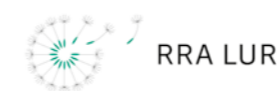
IGOUMENITSA

Municipality of Igoumenitsa is the largest Municipality in the Region of Thesprotia in Epirus. It consists of 4 Directorates and has a significant experience in the implementation of European Projects. Igoumenitsa's SUMP, with a 20-year horizon, focuses on passengers providing a long-term vision and a clear implementation plan that takes into account the principles of integration, participation and continuous evaluation-monitoring-feedback cycle meets real needs by providing a long-term vision and a clear step by-step implementation plan.



EMILIA-ROMAGNA REGION

Emilia-Romagna Region, General Directorate for Territorial and Environmental Safeguard has an institutional governing role in Emilia-Romagna territory. It has territorial competence concerning mobility and transport and in particular in rail transport planning, development, financing and investment.



LJUBLJANA

The Regional Development Agency of the Ljubljana Urban Region is an internationally recognized agency that increases the competitiveness of the Ljubljana

Urban Region with top knowledge, innovative projects and high added value services. Through preparation of development programmes agency supports long-term regional progress, coordinates regional structural policies and implements transnational projects.



TRIESTE

Acting as a platform for political dialogue since 1989, the Central European Initiative - Executive Secretariat (CEI-ES) is a regional intergovernmental forum committed to supporting European integration and sustainable development through cooperation between and among its Member States with the European Union, international and regional organisations as well as with other public or private institutions and non-governmental organisations.



ZAGREB

HŽ Putnički prijevoz d.o.o. (Croatian Railways Passenger Transport) is a Croatian national rail passenger carrier, fully owned by the Republic of Croatia. The primary activity of HŽPP is the provision of public passenger transport in the national and international railway traffic. HŽPP is committed to realization transport services according to EU regulations and the Railway Law of the Republic of Croatia. In line with this effort are also the HŽPP's activities and team working on realization of the EU projects. Read more on www.hzpp.hr



PORT OF BAR

The Port of Bar is the largest and the main Montenegrin port. The port is located in the south of the city of Bar. Port of Bar is integrated with the Bar (MNE) - Belgrade (SRB) railway and road traffic network, which makes it an important link in the intermodal transport chain and provides the port with great potentials to develop as a port of regional importance.



DURRËS

The Ministry of Infrastructure and Energy is responsible of the formulation, application and monitoring of the policies, programs and national standards of road, air, rail and maritime transport infrastructures, contributing to the safety, security and efficiency of all modes of transport and the protection of the environment, designing and implementing the policies and strategies having in mind the national and EUSAIR priorities.



CCIS

The Chamber of Commerce and Industry of Serbia is an independent, modern and responsible non-budgetary institution, a national association of all Serbian businesspeople, which serves the best interests of its members and the Serbian economy, owing to its tradition, experience and knowledge. Linking the entire Serbia's economy in a single system,

classified by economic sectors in 19 business associations and by regions in 17 regional chambers, including the City of Belgrade.



CERTH

The Centre for Research and Technology-Hellas (CERTH) founded in 2000 is one of the leading research centres in Greece and listed among the TOP-20 E.U. research institutions with the highest participation in competitive research grants. The Hellenic Institute of Transport (HIT) is the CERTH's institute working on Land, Sea and Air Transportation as well as Sustainable Mobility services. The promotion of intermodal transport concepts as well as the support of sustainable mobility schemes is among HIT's main interests. HIT has taken part in many EU and national projects that aim to support intermodal and sustainable transportation.



ITL

The Institute for Transport and Logistics Foundation is a no-profit public research body established in 2003 by the Emilia-Romagna Region and other Public Institutions of the region. Its mission is to contribute to the development and promotion of the transport and logistics system in Emilia-Romagna Region through research, consultancy and training activities. ITL is fully committed to support the mindshift towards sustainable transport solutions.

Acknowledgements


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Centre for Research
 and Technology Hellas
 (Greece)



Institute for Transport
 and Logistics Foundation
 (Italy)



Emilia-Romagna Region
 General Directorate
 for Territorial and
 Environmental safeguard
 (Italy)



Central European Initiative
 Executive Secretariat
 (Italy)



RRA LUR
 Regional Development
 Agency of the
 Ljubljana Urban Region
 (Slovenia)



HZ Passenger Transport Ltd.
 (Croatia)



PORT OF BAR
 Port of Bar Holding
 company
 (Montenegro)



Ministry of Infrastructure
 and Energy
 (Albania)



Chamber of Commerce
 and Industry of Serbia
 Chamber of Commerce and
 Industry of Belgrade
 (Serbia)

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