Cross-border mobility in the Alpine Region

Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Annex I: Project Factsheets

Cross-border mobility
in the Alpine Region
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SBB CFF FFS

MyShuttle

Project Description:

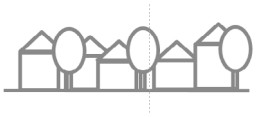
The self-driving shuttle EZ10 is produced by the company EasyMile and will be the first self-driving shuttle integrated in existing traffic in Switzerland. January 2019 saw the launch of the service in its initial test phase. During the first phase, the shuttle is not open to the public and is only attended by security drivers. The service will act as a feeder system that runs between the Zug railway station and Technology Cluster Zug.

Project Aims:

- to build trust in the new technology among the public
- to provide a flexible, customer-friendly scheme for travelling from A to B
- to show how self-driving shuttles can be meaningfully integrated into the mobility offer of the city

User Benefits:

- at a later stage it will be integrated into Zug's existing transport network and can be used free of charge
- will provide a shuttle service to the employees at the Zug Technology Cluster

Settlement system characteristic:	Spatial commuting structure:	Number of countries involved:
		
Urban Area	n.a.	Available in Switzerland

Stakeholders:

- SBB
- Mobility Consulting
- Zugerland Verkehrsbetriebe (ZVB)
- Municipality of Zug
- Technology Cluster Zug

Enabling Factors:

- availability of funding
- availability of knowhow and the desire to test out new ideas
- SBB's strategic decision to support research and pilot projects on autonomous vehicles

Funding:

Total Cost of Project: 2,700,000 CHF

Share of the Municipality of Zug: 80,000 CHF

The remaining costs are not divided equally between the different partners

Intensity of Cooperation:

Medium – Higher financial contributions are expected from the SBB and ZVB

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BVG BerlKönig

Project Description:

As Berlin's public transport operator, the BVG aims to continually innovate, develop, and expand its mobility offer. BerlKönig is a Berlin based ride-pooling service, offering on demand mobility services at cheaper rates than local taxi rides due to pooling rides of their customers to increase utilization. While the service is communicated as part of the public transport offering, the technology and complete operations are run by ViaVan. Both sides benefit from the insights of operating a ride-pooling service in a major German city. The BVG brand benefits from the innovative solution and ViaVan can showcase its technology in the German market. The service is available 24/7 within the eastern side of the S-Bahn Ring.

Project Aims:

- provide a more convenient alternative to public transport and a cheaper offering compared to taxi rides
- reduce emissions and congestion in the inner city by pooling demand

User Benefits:

- BerlKönig provides a 24/7 mobility offer with corner-to-corner pick-up and drop-off with pricing set slightly above public transport tickets and lower than taxis
- booking, payment and rating of the service are done via the mobile application available in German and English

Settlement system characteristic:

Metropolitan Area

Spatial commuting structure:

Polycentric

Number of countries involved:

Available in Germany

Stakeholders:

- the city of Berlin is the licensing authority
- Berliner Verkehrsbetriebe (BVG)
- ViaVan (Joint Venture of Via Transportation Inc. and Daimler Van)

Enabling Factors:

- BVG's strategic decision to become more innovative and introduce innovative mobility options
- technological development and consumer demand
- availability of private sector partner with the needed knowhow and financial capabilities

Funding:

Information not publicly available

Intensity of Cooperation:

High – BerlKönig is marketed as a BVG product and operated by Via. The offer is integrated into the BVG route planning app and daily coordination and meetings are probably needed

Cross-border mobility in the Alpine Region
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covoiturage-leman.org

Project Description:

The project promotes carpooling among the inhabitants and employees of the region. Three actions have been implemented:

- the creation of a carpool service,
- the improvement of adapted infrastructure and,
- the creation of a web platform to search Carpooling options in the region

Project Aims:

The initiative aims at

- finding solutions to reduce congestion in the roads network
- preserving the quality of life and the attractiveness of the Greater Geneva area
- giving priority access to certain P+R locations, with car park subscriptions to be shared between the different carpool users

User Benefits:

- decreasing traffic in the Greater Geneva area
- more economical, saving on travel expenses
- priority access to select P+R lots

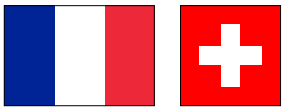
Settlement system characteristic:

Metropolitan Area

Spatial commuting structure:

Polycentric

Number of countries involved:



Bilateral (France and Switzerland)

Stakeholders:

The INTERREG France-Switzerland project "Covoiturage Léman" was first led by the Haute-Savoie Department in partnership with:

- the Departments of Ain,
- the Local Grouping for Cross-border Cooperation in Cross-border Public Transport,
- the Canton of Geneva,
- the Canton of Vaud,
- Chablais Region with the support of the Canton of Valais.

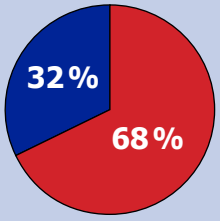
Enabling Factors:

Shared language and very well integrated cross border communities

Funding:

Total Cost of Project: 950.000 €

European Union within the Interreg France-Switzerland



Swiss Confederation and French Local authorities

Intensity of Cooperation:

High as the funding was provided by the different stakeholders this meant that all stakeholders had a sense of ownership and cooperated very closely for the success of the project

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Co-wheels car club

Project Description:

Co-wheels car club is as a social enterprise carsharing business that predominantly partners with local authorities and big employers like universities. Co-wheels car club vehicles are available in over 60 UK locations with both electric as well as conventional carsharing vehicles. Some of the Co-wheels vehicles are used as pool cars for staff, whilst others are only available to local residents. Parts of the fleet are used in both ways, as pool cars during the day and available to other Co-wheels car club members at evenings and weekends.

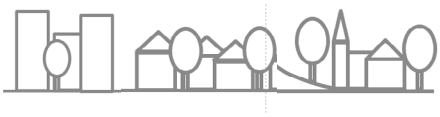
Project Aims:

- help the members save money
- reduce car ownership and create a cleaner environment by making lower impact transport options available to everyone
- consistently improve and expand service by reinvesting profits into the operations and fulfilling its role as a Community Interest Company

User Benefits:

- reducing the need to own a car by offering access to a fleet of electric, hybrid and low-emission cars and vans

Settlement system characteristic:



Metropolitan / Urban / Rural

Spatial commuting structure:

Varies depending on location

Number of countries involved:

Available in the United Kingdom

Stakeholders:

Typically Co-wheels bids for a contract tendered by the local authority to provide car club and or fleet management services. Local Stakeholders can include the Local Authorities, large employers, and car club members depending on the location.

Enabling Factors:

- technological development and consumer demand
- innovative business model that is flexible according to local needs

Funding:

Private company, information not publicly available

Intensity of Cooperation:

Low to Very High – Depends on the type of partnership (franchising) that is built between the local authority and the company

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CROSS-BORDER BIKE PROJECT

Project Description:

The Hungarian–Croatian Cross-Border Bike Project aims to increase environmentally friendly traveling by bike. The project consists of a development of a:

- 3.9 km long cross-border biking route between Croatia/Hungary
- one route devoted to bird watching
- another route devoted to historical fortress

Project Aims:

- sustainable management and environmental protection of the region
- increase income by tourism by adding a total of 19 marked tourist, cultural and historical attractions on the bike route

User Benefits:

- with the last 3.9 km of the cross-border section completed, the 90km bike route from Antunovac to Pécs can be traveled in 6 hours only
- the implementation of the project creates tourism product for the region bringing economic benefits to the local communities

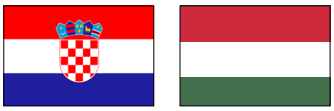
Settlement system characteristic:

Rural Area

Spatial commuting structure:

Linear

Number of countries involved:



Bilateral (Croatia and Hungary)

Stakeholders:

- European Union,
- Municipality Antunovac,
- the Association for Environmental Protection Green Osijek,
- Pecs Development Agency,
- NGO Geoscience

The project was led by the Municipality of Antunovac with the other partners planning the cycling routes and connecting them to already existing routes between Hungary and Croatia.

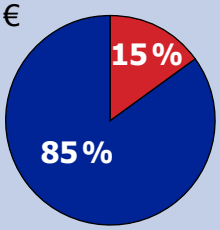
Enabling Factors:

- availability of funding
- biking route already existed and only required an upgrade

Funding:

Total Cost of Project: 1,013,357.97 €

85% of which funded by the EU through the Hungary – Croatia IPA Cross-border Co-operation Program



Intensity of Cooperation:

Medium – Cooperation from cross border stakeholders as well as financial contribution

„E-bike Net" - Connecting Bulgaria and Romania

Cross-border mobility in the Alpine Region

Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

The project falls under the Interreg V-A Romania-Bulgaria Programme, an EU funded Programme with the goal to develop the border area between Bulgaria and Romania. The project consists of a network of electrical bi-cycles, which people can use to move freely in and around 32 towns located in the the cross-border area. The bikes are available during the summer period from April 1 to October 31.

Project Aims:

- promote regional mobility by connecting the secondary and tertiary nodes of the TEN-T network, including the multimodal nodes
- improve the planning, development and coordination of cross-border transport systems
- establish a network of electric bicycles in cross-border area between Bulgaria and Romania in order to achieve improved sustainable individual mobility

User Benefits:

- the 32 border settlements will have access to 70 newly equipped charging stations as well as 2,350 E-Bikes
- 95,000 inhabitants benefit from upgraded infrastructure that will
  - increase connectivity between two countries
  - provide higher accessibility to E-Mobility options
  - increase accessibility to the TEN-T rail network
- the project encourages tourism in the cross border area

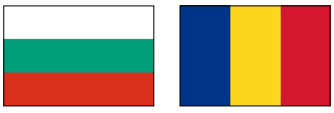
Settlement system characteristic:

Rural Area (cross-border region)

Spatial commuting structure:

Polycentric

Number of countries involved:



Bilateral (Bulgaria and Romania)

Stakeholders:

Lead: Agency for Regional Development and Business Center – Vidin (Bulgaria)
Beneficiaries:
1. Vidin chamber of commerce and industry
2. Romanian Association for Electronic Industry and Software Oltenia
3. Local Employers' Association for Small and Middle Enterprises Calafat

Enabling Factors:

- availability of funding
- the presence of the Interreg V-A Romania-Bulgaria

Funding:

Total Cost of Project: 762,085.72 €

Intensity of Cooperation:

Medium/Low – Some cooperation is needed but in general the funding is provided by Interreg and actors are involved but do not need to coordinate day to day

Cross-border mobility in the Alpine Region
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ELEC'TRA

Project Description:

The project deals with the mobility of cross-border commuters within the SaarLorLux Greater Region. A high proportion of cross border commuters currently use motorized individual transport. The concept focuses on setting up intermodal "E-Hub" platforms along the main corridors between the four major cities of the Greater Region: Trier, Luxembourg, Metz and Saarbrücken. The E-Hubs will be located on the first and last mile of a primary link to be used to change from one mode, preferably electric, to public transportation and vice versa.

Project Aims:

- identify appropriate locations for the potential E-Hubs
- more efficient electric vehicle use by bundling trips by car sharing or carpooling
- prioritizing public transport use and last mile trips made by E-Vehicles (eg: cars, bicycles, etc.)
- encouraging commuters to combine E-Mobility, individual mobility, with public transport.

User Benefits:

Improving commuter journey by ensuring the efficient use of E-Mobility, public transport and multimodal transport chains

Settlement system characteristic:

Metropolitan / Urban

Spatial commuting structure:

Polycentric

Number of countries involved:

Trilateral (SaarLorLux: Saarland; Lothringen, Luxembourg)

Stakeholders:

Strategic partners:

- Ministry of Economy, Labor, Energy and Traffic of the Saarland, Ministry of the Interior, for Sport and Infrastructure of the country Rhineland-Palatinate,
- Ministry of Economy, Climate Protection, Energy and state planning of the country Rhineland-Palatinate, Verkéirsverbond Luxembourg

Operational partners:

- Conseil Général de Moselle in Metz,
- TU Kaiserslautern, chairs LRS and imove,
- Institute for Future Energy Systems (IZES) Saarbrucken,
- Public Research Center "Henri Tudor" in Luxembourg,
- Ministère du Développement durable et des infrastructures du Grand-Duché de Luxembourg

Enabling Factors:

- available cross border infrastructure such as Park and Ride facilities
- already existing cooperation framework in the region

Funding:

Total Cost of Project: 985,000 €

50% covered by the EU Interreg

Intensity of Cooperation:

High/Medium – due to the financial contribution by all stakeholders and involvement in the projects at the ministry level

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Interreg Alpine Space

E-MOTICON

EUROPEAN UNION

Cross-border mobility in the Alpine Region

Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

The number of electric vehicles (EVs) and electric charging stations (E-CS) varies greatly between the different countries in the Alpine Space. Alpine communities have invested in electric mobility and charging infrastructure in a few areas, cities and valleys. However, besides the high costs of EVs, reasons for limited E-Mobility are inhomogeneous availability of E-CS and the lack of joint strategies to operate them effectively at a transnational level.

e-MOTICON supports Public Administrations in ensuring homogeneous development of electric mobility by harmonizing charging infrastructure standards in the different project countries.

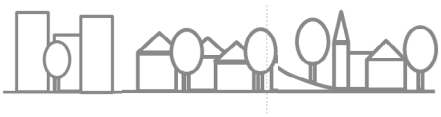
Project Aims:

- having harmonized E-CS standards
- increasing the availability of E-CS
- publishing a White Book on innovative E-CS planning in order to respect E-Mobility requirements in the Alpine Space transnational strategy and Regional Action Plans
- delivering a toolset to anticipate E-CS network requirements and test them in 3 joint pilot projects
- improving Public Administrations capacity to plan and cooperate as well as increase knowledge and enhance consensus on E-CS

User Benefits:

With standardized and interoperable E-CSs electric vehicle owners will be able to use their vehicles more efficiently and to their full potential even when making cross-border trips.

Settlement system characteristic:



Metropolitan / Urban / Rural

Spatial commuting structure:

Polycentric

Number of countries involved:

Multilateral (Austria, France, Germany, Italy, Slovenia and Switzerland)

Stakeholders:

15 partners from 5 European Countries (Austria, France, Germany, Italy, Slovenia), involving 40 observers and 8 endorsements from each program area and Switzerland

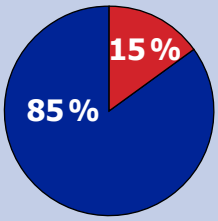
Enabling Factors:

- policy goals aimed at decarbonization of the transport sector
- availability of EU funds in order to support the project

Funding:

Total Cost of Project: 2,085,556 €

ERDF grant: 1,772,722 €



Intensity of Cooperation:

Low – Financed by the EU and is aimed at broad policy goals and therefore does not require day to day cooperation between stakeholders

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Cross-border mobility in the Alpine Region
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FAIRTIQ
Public transport made easy.

Project Description:

FAIRTIQ is a mobile ticketing app for public transport based on the principle of CIACO (Check In - Assisted Check Out). The customer checks in on their mobile phone with one click before starting their journey, then he/she can use the whole network of the tariff community. After ending the journey the customer checks out with another click on the app. The app detects the trip length and charges the correct amount for the trip. Furthermore, the app guaranties the best price for a trip or several trips through a daily cap.

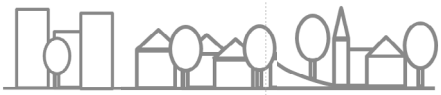
Project Aims:

- simplify the purchase process
- increase the number of public transport customers
- improve the image of public transport

User Benefits:

- simple ticket purchase process.
- always guaranteed the best price for the trip being made

Settlement system characteristic:



Metropolitan / Urban / Rural

Spatial commuting structure:

Varies depending on location

Number of countries involved:

Available in Switzerland, Austria, Liechtenstein and Germany

Stakeholders:

FAIRTIQ is a start-up with the same name as the application. It cooperates with 26 partner companies. The app is currently available in Switzerland, Lichtenstein, Voralberg in Austria and Gottingen Germany. Cooperation exists with the mobility service providers such as Verkehrsbetriebe Luzern, Biel and St. Gallen, STI, Regiobus, Liemobil, Verkehrsverbund Vorarlberg.

Enabling Factors:

- trend towards digitalization of ticketing
- widespread smartphone adoption by the public
- mature mobile payment technology

Funding:

Private Company, information not public

Intensity of Cooperation:

Low – Agreements between the company and the tariff organization

KOMBI - Cross-border integrated bike-sharing system

Interreg Slovakia-Hungary

EUROPEAN UNION

Cross-border mobility in the Alpine Region

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Project Description:

KOMBI is a project that supports cross border sustainable travel by using a cross border bikesharing system and developing the necessary infrastructure. The project is located in the Komarno-Komarom cross-border region. With regards to bicycle traffic, the region faces 2 main challenges: accessibility of existing infrastructure and a vital need for further infrastructure development. KOMBI primarily addresses the accessibility challenge through development and improvement of the services in the area.

Project Aims:

- developing and launching an integrated cross-border bike sharing system in 9 settlements with 13 bike stations
- integrating the bike sharing system into local public transport systems
- developing and constructing infrastructure for better serving cross-border bike traffic and bike sharing system as well as the switch between modes
- raising awareness of target groups about the importance of using green transport solutions

User Benefits:

- the primary target group are the inhabitants in the affected border region crossing the border regularly
- visitors from the other side of the border and from neighbouring areas
- tourists from other regions of Slovakia, Hungary and other countries

Settlement system characteristic:

Rural Area

Spatial commuting structure:

Polycentric

Number of countries involved:

Bilateral (Slovakia and Hungary)

Stakeholders:

Lead Partner: Pons Danubii European Grouping of Territorial Cooperation
Project Partners:

- Tata Város Önkormányzata, Tata, Hungary
- Obec Nesvady, Nesvady, Slovakia

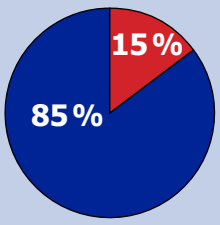
Enabling Factors:

- availability of funding
- already existing cooperation framework (Interreg)

Funding:

Total Cost of Project: 980,954.70 €

Total ERDF awarded: 833,811.48 €



Intensity of Cooperation:

Medium – Cooperation from cross border stakeholders as well as minor financial contribution from both sides

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Cross-border mobility in the Alpine Region
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LÉMAN EXPRESS

Project Description:

Lémanis was founded as a joint company owned by the SBB (Swiss National Railways) and SNCF (French National Railways). Lémanis is responsible for planning and promoting the cross-border regional rail offer. As the operator of the Léman Express, Lémanis will guarantee the quality of operation, production and customer information. The Léman Express is expected to serve 50,000 passengers every day on 240 trains that will run in the Swiss cantons of Vaud and Geneva as well as in the French Auvergne Rhône-Alpes Region.
Starting December 15, 2019 the Léman Express L1 to L4 lines will connect Switzerland to four cities in France. This will be the largest cross-border regional rail network in Europe and will connect 45 stations over 230 km of lines and simplify the mobility of more than one million inhabitants.

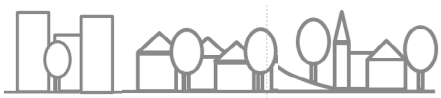
Project Aims:

- offer better and faster connection between Switzerland and France
- increase the number of passengers by rail (shift away from car)
- increase number of tourists

User Benefits:

- faster connection, no need to change trains at the border
- only one ticket needed

Settlement system characteristic:

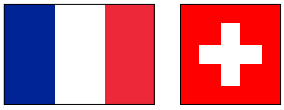


Metropolitan / Urban / Rural

Spatial commuting structure:

Polycentric

Number of countries involved:



Bilateral (France and Switzerland)

Stakeholders:

- Lémanis SA (Subsidiary of SBB and SNCF)
- the Swiss cantons of Geneva and Vaud, and the Swiss Federal Office of Transport
- the French region of Auvergne-Rhône-Alpes

Enabling Factors:

- availability of funding
- good political relations between CH and FR
- political will to better connect the cross border region by rail transport

Funding:

Lémanis SA (60% SBB, 40% SNCF) is responsible for planning and operation. Lémanis SA is not yet a railway company, but will be one latest by 2023.

Intensity of Cooperation:

Very High – New jointly owned company is being legally created

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mobiregio

Project Description:

The Mobiregio project is an active cooperation between ten partners in the Greater Region: organizing transport authorities and public transport operators in the Lorraine (FR), Luxembourg, the Saar, Rhineland-Palatinate (DE) and Wallonia (BE). Mobiregio offers a corporate identity that is available to all mobility stakeholders in the Greater Region and can be applied by transport authorities as well as operators and carriers.

Mobiregio can be adopted if a project meets three criteria:

- promoting mobility and, above all, public transport
- cross-border or large-regional focus
- bilingualism

Project Aims:

- increase synergies between the different partners
- exchange knowledge and best practice experience
- inform the public of their options to travel in a sustainable manner through the Greater Region

User Benefits:

- Mobiregio helps both daily commuters and occasional users of cross-border public transportation to find the best routes and rates for traveling in the Greater Region
- it informs users of other sustainable options such as carpooling, cycling, E-Mobility, etc.
- Online Journey Planner developed especially for the project

Settlement system characteristic:

Metropolitan / Urban

Spatial commuting structure:

Polycentric

Number of countries involved:

Multilateral (Germany, Belgium, Luxembourg, and France)

Stakeholders:

- Project Lead: Luxembourg Community of Transport
- 10 partners from Germany, Belgium, Luxembourg, and France representing government, public transport authorities and public transport operators

Enabling Factors:

- already existing framework for cooperation in the region
- availability of funding

Funding:

"The Greater Region" initiated the project, co-financed 50% by the European Regional Development Fund, rest of the funding covered by the different stakeholders

Intensity of Cooperation:

High – Funding is provided by the different stakeholders

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REJSEKORT

Project Description:

Rejsekort is a Danish electronic ticketing system for travelling by bus, train and metro. The passenger has to check in and check out using the card before and after each journey. Rejsekort unites the different transport operators, travel zones, ticketing systems and discount schemes into a common system, which makes it easier for passengers to use public transport services in Denmark. In 2017 the service was expanded to include the option to use the Rejsekort for journeys between Copenhagen and Malmö, Sweden.

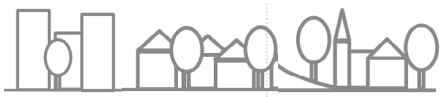
Project Aims:

- simplifying the purchase of tickets for customers
- cash handling is kept to a minimum

User Benefits:

- no need to queue up at ticket shops or machines
- gives customers a detailed picture where and how often they have travelled (online or at ticket machines)

Settlement system characteristic:

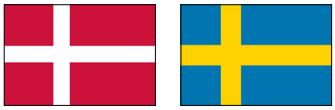


Metropolitan / Urban / Rural

Spatial commuting structure:

Polycentric

Number of countries involved:



Bilateral (Denmark and Malmö Central Station, Sweden)

Stakeholders:

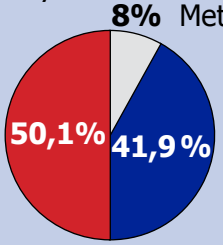
Cooperation between DSB, HUR, Ørestadsselskabet and various regional bus companies

Enabling Factors:

- political will to implement a smart card system
- the availability a mature technological solution already implemented in other cities (eg: Oystercard in London, Octopus in Hong Kong)
- good relations between Sweden and Denmark lead to the cross border aspect being added

Funding:

Rejsekort is owned by



Intensity of Cooperation:

Very High – A new company owned by the different Public Transport Operators was established to manage the system

SacraVelo

Cross-border mobility in the Alpine Region

Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

SacraVelo is a project aimed at developing a network of cross-border bicycle pilgrim routes in the Danube area. The project combines the elements of sacral and active tourism in an innovative way, reaching a wide range of users on local, regional and international level. The network of bicycle pilgrim routes perfectly connects to the already existing EuroVelo international bike routes.

In addition to the bicycle network, the project also includes

- construction of new bicycle centers, information points and resting places
- soft tools like events and brochures
- an app and a website to introduce the points of interest and promote tourism.

Project Aims:

- to create a new and unique cross-border touristic product that introduces and offers the rich cultural heritage, sacral values and utilises the natural environment in the Hungarian-Slovak border region, covering four counties along the Danube
- increase the attractiveness of the border area
- combine elements of sacral and active tourism in an innovative fashion

User Benefits:

- network will offer opportunities to local people and attract tourists to the border region
- visitors benefit from the information provided by the project

Settlement system characteristic:

Rural Area

Spatial commuting structure:

Polycentric

Number of countries involved:

Bilateral (Slovakia and Hungary)

Stakeholders:

Partnership between 4 county level governments and 2 settlements
Lead Beneficiary: Győr-Moson-Sopron Megyei Önkormányzat (=Municipality).
Beneficiary: 5 other regions/cities.

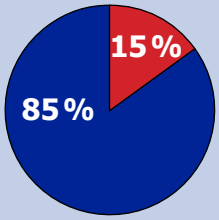
Enabling Factors:

- availability of funding
- existence of cooperation framework through Interreg Slovakia-Hungary

Funding:

Total Cost of Project: 2,754,608 €

EU funding



Intensity of Cooperation:

Medium – Cooperation from cross border stakeholders as well as financial contribution

Strasbourg-Kehl tramline D

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

In 2017 Strasbourg tramline D operated by the Compagnie des Transports Strasbourgeois (CTS), the company responsible for public transport services in the Urban Community of Strasbourg, was extended to Kehl, Germany. The tram travels regularly between the two cities. Holders of the Kehl public transport season ticket are allowed to use the service, while holders of the CTS season ticket in Strasbourg are allowed to use service as well as have access the public bus network in Kehl.

Project Aims:

Improvement of the public transport connection between Strasbourg and Kehl

User Benefits:

- fast and reliable public transport link between Strasbourg and Kehl for commuters, occasional users and tourists
- easy to understand and use tariff/ticket

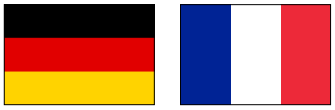
Settlement system characteristic:

Metropolitan / Urban

Spatial commuting structure:

Linear

Number of countries involved:



Bilateral (Germany and France)

Stakeholders:

- Compagnie des Transports Strasbourgeois
- City of Kehl
- Eurométropole of Strasbourg
- Municipality of Strasbourg

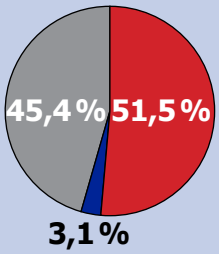
Enabling Factors:

- historic ties between the two cities and communities on both sides of the border
- political will and availability of funding

Funding:

Total Cost of Project: 97.000.000 €

German side: 44,000,000 € (19,000,000 € by the Federal Government of Germany)



French side through the Strasbourg Local Authority: 50,000,000 €

EU Contribution: 3,000,000 €

Intensity of Cooperation:

High – Partners have to be in direct close contact to make sure the cross border services are running smoothly. A further extension of the line is planned

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

With 230,000 commuters crossing the borders of the Greater Region every day mobility is of great importance for the demographic and economic growth of the Greater Region, but also represents a challenge. TERMINAL is the first project in Europe to investigate the possibilities of automated buses in public cross-border passenger transport and to prepare their successive use in pilot projects under real traffic conditions.

Project Aims:

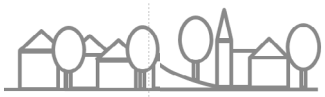
- increase cross-border worker mobility
- run a practical test taking care of not only technical challenges but also the entire legal framework for obtaining a special permit in both countries as well as examining commuter needs
- test a Mobility on Demand (MoD) service
- researching how the technology affects people and how automated vehicles and MoD services can be integrated into existing local public transport systems
- publishing a handbook on the introduction of cross-border automated public transport connections for transport operators in rural areas, and
- publish recommendations for policy-makers and mobility providers regarding innovative mobility models

User Benefits:

This is a research project that is not targeted at or open to the general public. Users participating in the pilot projects will get to

- experience autonomous driving technology and
- contribute to the research to bring this technology to the market

Settlement system characteristic:



Urban / Rural

Spatial commuting structure:

Polycentric

Number of countries involved:

Trilateral
(Luxembourg, Germany, France)

Stakeholders:

The leading partner is the Saarland University of Applied Sciences (htw saar).
The project involves 15 other partners from the Greater Region

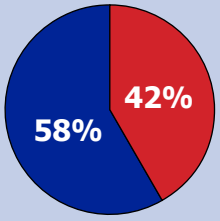
Enabling Factors:

- availability of funding
- already existing cooperation framework (Interreg)
- awareness of the importance of innovation to solve long standing problems

Funding:

Interreg VA Großregion
Total Budget: 3,092,585 €

ERDF Contribution:
1,800,000 €



Intensity of Cooperation:

High/Medium – High level representation as well as financial contribution from all partners

TfL Open Data

Transport for London

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

Transport for London (TfL) have an open data policy which makes all transport related data freely available to third parties and to engaging developers to deliver new products, apps and services to their customers. Over 17,000 developers have registered to access the open data, consisting of our unified API (Application Programming Interface) that power over 600 travel apps in the UK. This enables millions of journeys in London each day, giving customers the right information at the right time through their channel of choice.

Project Aims:

- as a public company, TfL aims to make their data publicly available
- increase reach of information/data to ensure any person needing travel information about London can get it wherever and whenever they wish, in any way they wish
- open data facilitates the development of technology enterprises, small and medium businesses, generating employment and wealth for London and beyond
- encourage innovation by allowing developers to work creatively on designing and building applications, services and tools

User Benefits:

- allows healthy competition between the different applications leading to a wide choice and better service for the consumers
- research by Deloitte shows that the release of open data by TfL is generating annual economic benefits and savings of up to £130m a year.

Settlement system characteristic:

Metropolitan / Urban

Spatial commuting structure:

Monocentric

Number of countries involved:

Available in England

Stakeholders:

- Transport for London
- private application developers
- End Users

Enabling Factors:

- TfL's policy of encouraging innovation
- TfL's status as a public company encourages transparency

Funding:

No specific costs incurred once APIs are set up

Intensity of Cooperation:

Low – TfL only publishes the open data and data formats, no/very low coordination is needed

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

trainline

Project Description:

Founded in 2009 in Paris, The Trainline, formerly known as "Captain Train", is an online platform and app that helps customers to purchase cheap train and bus tickets for travel across Europe. The company makes it easy to purchase tickets from 190 companies in 44 countries connecting their routes and fares.

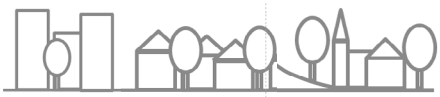
Project Aims:

- offer seamless mobility by selling international train and coach tickets

User Benefits:

- users can buy cross-border tickets in one shop, no need to have several booking accounts for every single operator.

Settlement system characteristic:



Metropolitan / Urban / Rural

Spatial commuting structure:

n.a.

Number of countries involved:

Available in EU

Stakeholders:

Founded in 2009 as a private company, The Trainline was able to secure funding through venture capital in 2012

Enabling Factors:

- in 2009 the French courts ruled against and fined SNCF (French National Rail Company) for "unequal treatment of travel agencies". This decision led to a relaxation of access requirements for the SNCF ticket selling system and opened the door for The Trainline to start as a business
- maturity of technologies such as online sales, E-Ticketing, etc.

Funding:

Private Company, information not publicly available

Intensity of Cooperation:

Low – No cooperation is needed between the company and the transportation companies that it sells tickets for

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

WhimApp is a Mobility as a Service (MaaS) application. The application allows planning, booking and payment for the use of different modes of transport. It also offers monthly subscriptions that allow the user freedom to choose the best option for a specific trip. The WhimApp is currently available in Helsinki, Birmingham and Antwerp.

Project Aims:

Mobility as a Service aims to find an alternative to individual car ownership through allowing commuters to plan and pay for trips across multiple transportation modes through a single access point.

User Benefits:

- increased convenience and sustainability
- reduction of congestion
- ease of access to all modes
- decreases constraints in transport capacity

Settlement system characteristic:

Metropolitan / Urban

Spatial commuting structure:

Varies depending on location

Number of countries involved:

Available in Finland, England and Belgium

Stakeholders:

Whim is a service of MaaS Global based in Helsinki, Finland.
Investors are Transdev, Karsan, Veho, Denso. MS&AD, Toyota and Swiftcom.

Enabling Factors:

- maturity of technology solutions such as GPS, E-Ticketing, Information, etc.
- private company trying to build a sustainable business model
- wide scale adoption of smartphones

Funding:

Private Company, information not public

Intensity of Cooperation:

Medium/Low – MaaS Global is a private company that negotiates the details with private and public transport operators. After the initial agreement that MaaS Global makes with the different service providers the need for cooperation between them decreases. Direct coordination between different providers in the app does not exist.

ZVON Dresden-Wroclaw Train Connection

Cross-border mobility in the Alpine Region
Co-financed by the European Union through the Alpine Region Preparatory Action Fund (ARPAF)

Project Description:

The Dresden-Wroclaw-Express or later Trilex-Express was an international cross-border train which connected Dresden in Germany and Wroclaw in Poland between 2008 and 2018. In December 2018 the rail connection was shortened to Dresden-Wegliniec, due to the electrification of the Polish section and the subsequent refusal of the Polish authorities to use diesel locomotives on the line. The timetables are still coordinated to ensure connections are met and waiting times are kept to a minimum.

Project Aims:

Enable cross-border rail passenger service between two major regional centres

User Benefits:

- supply of rail passenger service between two major regional centres
- improved connection for both commuters and visitors

Settlement system characteristic:

Urban / Rural

Spatial commuting structure:

Linear

Number of countries involved:

Bilateral (Germany and Poland)

Stakeholders:

Competent authorities:

- Transport Association of Oberelbe (VVO)
- Transport Association of Oberlausitz-Niederschlesien (ZVON)

Transport companies:

- DB Regio and Przewozy Regionalne until 2015
- Die Länderbahn (DB Regio Rollingstock) and Koleje Dolnośląskie from 2015 until 2018

Enabling Factors:

- demand for such a cross border service
- cooperation on both sides of the border to ensure an easier connection

Funding:

n.a.

Intensity of Cooperation:

Low – Does not take any extra financial contribution from any side but only a review of existing time tables