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## Project proposal **INROUSE**

### **REFERENCE CALL**

CENTRAL PROGRAMME – II CALL deadline 23.06.2016

### **Priority 4**

Cooperation on transport to better connect Central Europe

### **Specific Objective. 4.1**

To improve planning and coordination of regional passenger transport systems for better connections to national and European transport networks

### **C.1 PROJECT RELEVANCE**

From the point of view of transport and mobility infrastructures and services, the peripheral condition in Central Europe regards not only the most isolated little towns scattered in rural or hilly/mountainous zones, but also some important natural areas that if better connected could increase the number of yearly visitors and, at the same time, make more sustainable and attractive the visits themselves. The project IN-ROUSE embraces territory with quite different numbers of visitors per year (Delta del Po 467.000; Slowinski: 350.000; Bory Tucholskie National Park: 350 000; Zulawy and Wislana Penninsula region -Gdanska Bay 100 000; Strunjan: 300.000), all joined by similar challenges consisting of high use of car (ranging from 34% to 58%) and hence how to improve the accessibility to and the fruition of the natural areas concerned through intermodal transport systems. At present, in each area there are some main infrastructures and services around which a better (or e-novo) intermodal transport system could be built: for example, railways links and boats along the Po river in the Po Delta; the narrow gauge railway at Zuławska Kolej Dojazdowa; a system of local buses at Strunjan etc.

Depending on local characteristics, current infrastructure and services available, regional/local strategies and policies etc., the intermodal transport that IN-ROUSE intends to promote will regard a better integration between train, local public transport, boats, cycling and walking, in such a way as to make more accessible and less peripheral, in a sustainable way, these areas and, at the same time, more appealing.

### **PROJECT OBJECTIVE**

In line with the specific objective 4.1 „To improve planning and coordination of regional passenger transport system for better connections to national and European transport networks“, the main objective of the project is the development of new ways of sustainable mobility to contribute to solving the problems of poor linkages with the main transport nodes and within the peripheral areas, as the natural zones involved in the project, also for the development of greener solutions, and finally contributing also to climate change mitigation.

The project is closely related and linked to the aim of the Central Europe Program for the above described reasons and will help to :

1. Promote joint shared actions to define and implement strategic plans for the intermodal mobility, choosing the mobility and intermodal sustainable strategies in line with the characteristics/conditions of each area
2. Encourage joint actions, aimed at the development of new solutions for sustainable environmental development and intermodal transport, and promoting greater social integration
3. Promote intermodality as a sustainable and eco friendly transport system to accede and visit the natural areas concerned.

## EXPECTED PROJECT RESULTS

The main expected results of this project are as follows:

- N. 1 Transnational strategy and guidelines aimed for the improvement of the connection between peripheral areas to transport node in a sustainable and intermodal way
- N. 5 innovative service to improve the intermodality transport system
- n. 7 Pilot action in each area to increase the use of sustainable means of transport for the connection between the primary, secondary and tertiary transport with TEN-T corridors
- n. 14 trainings for stakeholders, public and private service providers, SME's

## PROJECT WPS

### *WPO – Project preparation*

### *WP M - Management and Coordination*

### *WP T1 -Status quo analysis and definition of a joint transnational strategy*

*Partner responsible: PP2 ITL*

Based on a joint methodology, an analysis of the current local situation, needs and potentialities will be done and will be compared with the best practices singled out in areas facing similar problems.

In particular, the current modal share and infrastructures/services available for transports of passengers and tourism purposes will be taken into account, and their impacts on natural and protected areas.

The connections from the main cities will be evaluated , in particular from stations and the airports, by train, bus , car, taxi , boat etc.

The study will identify the most important strengths and weaknesses in each area, in particular about the current state and possibilities for a better integration between different sustainable means. The best practices analysis will contribute to learning lessons on how to enhance intermodal accessibility to/from natural peripheral areas, with positive impacts on liveability/attractiveness of these areas, with also positive effects in term of reduction of CO2 emissions and use of resources.

The knowledge base above will be the ground on which a joint transnational strategy will be built. Within a common approach, tailor-made solutions for intermodal transport will be designed for each area involved in IN-ROUSE.

Role of PP2: responsible of WP will appoint a working expert group to fix the joint methodology for a coordinated studies by each PPs. PP2 will collect the best practices and the selection of these will be done by a criteria jointly defined. All the other PPs will provide data, information and actively collaborate in defining the strategy.

*The **output** will be a planning tools for improved inter-modality of passengers transport system based on the Intermodal transport Analysis Report / Joint Transnational Strategy for Intermodality in natural peripheral areas*

### *WP T2 Bottom-up participative process and definition of a joint action plan*

*Partner responsible: : **to be define***

Within a common transnational framework agreed by the PPs, local forums will be activated to guarantee their fundamental contribution to the definition of a joint action plan aimed at improving the accessibility to/from the peripheral natural areas involved.

In particularly, these local forums, coordinated by expert facilitators, will collect ideas and suggestions from groups of visitors, residents, policy makers, providers of boats, bikes, managers of bus companies and regional trains etc. , in order to elaborate to improve the current situations. Social media forums will also stimulated, to promote as far as possible a wide and inclusive participatory process. A transnational working team, composed of internal staff and external experts, will adapt the strategy set out by the thematic WP1 and the contributions collected by the participative process above into a **joint action plan**, / SUSTAINABLE RURAL MOBILITY PLAN, establishing realistic and feasible goals reachable within the project life cycle and after its conclusion, by involving other programmes and sources of funding (e.g. European Structural and Investment Fund; Connecting European Facility; national and regional schemes etc.). This joint action plan will also orient the following pilot actions. The definition of the joint action plan will be complemented by a training package, prepared at transnational level (in English) but delivered at regional/local level, to achieve wider and deeper effects. Intense training activities (2 seminars in each area) will be addressed to key stakeholders, namely policy-makers, managers of railway/public transport companies, managers of boat companies, providers of bikes, e-vehicles, ICT solutions etc. in order to make understandable how an intermodal transport system can work thanks to the coordinated efforts of all the components of the system itself.

Output : joint action plan, training activities

### **WP T3**

*Partner responsible:* **to be define**

Soft pilot actions will be implemented. It will consist in the development of APPs for smart-phones and tablets through which travellers will receive information on all the sustainable means (train/public buses/bla-bla-car/car sharing etc.) available to reach the natural areas concerned and to travel within them (cycling means and paths; walking paths; boats; e-vehicles etc.). Timetables, prices etc. will be indicated. The possibility of one ticketing for various types of public means will be explored and tested (if possible), on the basis of the experience conducted in the Emilia-Romagna Region with „MI MUOVO“(I move), that enables the possessor to travel with one ticket by train, public bus and bike-sharing. An APP will allow each traveller to calculate in advance its CO2 impact on the basis of the travel means chosen to reach the destination and travel within it. This will be an important tool for self-awareness raising, overall for people sensitive towards the environment and nature, as those visiting the natural areas involved in IN-ROUSE.

Results of the pilot actions, with a preface containing a summary of the transnational strategy and the joint action plan, will be resumed in a Handbook aimed at storing knowledge about the topic concerned and, at the same time, to enable others areas facing similar problems to find inspirations and advices for new policies. In fact, there are not so many supporting tool (if you make a search on Google, the only pertinent book that appear is „ Sustainable Transportation in Natural and Protected Areas“, published in 2015)

### **WP C - Communication and Dissemination**

#### **INDICATIVE BUDGET OF THE PROPOSAL**

**TO BE DEFINE** . The CENTRAL PROGRAMME recommend a total budget for project from 1 to 5 million.

#### **DURATION**

36 month