

# Interreg

makes a difference  
in sustainable transport



**INTERact**



EUROPEAN UNION



# Interreg makes a difference in sustainable transport

## - Compilation of example projects 2022

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## Introduction

It is a pleasure to present a collection of European Interreg projects dealing with sustainable transport. We are however facing huge challenges after the Covid-19 pandemic. As stated in the report from Robert Schumann's foundation 2021: "The last years have had a brutal effect on all collective mobility ecosystems. From planes to trains to urban public transport, all the players in European mobility have faced unprecedented upheaval."

Free movement and the developing smooth mobility for people, goods, and tourism are cornerstones in the EU construction. The green deal is the overall umbrella for the policy work for now. How can we meet that goal? In the "shadows" of the disease, people went back to solo driving, and e.g. the public transport companies had huge losses. And when the national borders closed, the mobility problems multiplied in cross-border areas.

Today we are facing a new situation. People want and demand to meet in person again, and a huge percentage of flights, ferries, and trains are fully booked. The borders are open, and people prepare for the first real tourist season in Europe since 2019. This development is also making it possible to meet colleagues across initiatives across different funding instruments and actors from both the public and private sectors.

In the new EU funding period 2021-27, there is also a big interest in sustainable transport and mobility in the Interreg programmes. About one third of all CBC programmes will have such funding opportunities, mostly under Policy Objective 3 (a more connected Europe), but quite many programmes are also enhancing mobility under Policy Objective 2.8 (multimodal urban mobility).

We want to show relevant examples of how Interreg is dealing and has dealt with sustainable transport. In this publication, we highlight projects dealing with multimodality, freight transport, and CO<sub>2</sub> emissions but also with strategic regional planning that fosters better planning and implementation of mobility solutions. We also show the significance of Interreg in completing the TEN-T puzzle for transport corridors in Europe. The connections in and across border regions are essential in this context.

Please keep in mind, however, that these projects are a mere glimpse of the cooperation pool Interreg is all about. For more examples, visit the Interreg project database at [www.keep.eu](http://www.keep.eu). This is hopefully food for inspiration to establish smooth and green mobility across border regions all over Europe. Interreg makes a difference!

Ulf Wikström, Interact

### **Interreg Network on Sustainable Transport**

*The publication is produced by the Interreg network on sustainable transport, coordinated by the Interact Programme. The network functions as a platform for exchanging knowledge, expertise, and experiences among Interreg programmes and projects.*

*More information about Interreg projects and programmes: [www.keep.eu](http://www.keep.eu) and [www.interreg.eu](http://www.interreg.eu)*



## ST4W

### Smart Track 4 Waterway

The project develops innovative ICT tools to enable the synchronisation of data exchange. The tools should be easily accessible for small inland waterway operators. The project also tests the ST4W IT tools and facilitates the modal transfer of palletized freight from the road to the waterway. There are 3 pilots in 3 different Member States.

Furthermore, the aim is to connect ports with multimodal last-mile logistics better. This innovative transshipment will cooperate with pilot activities in the 5 target cities (Ghent, Lille, Paris, Brussels, and Liège).

#### Main results of the project:

- Produced a collaborative software platform where a freight forwarder can easily plan and monitor freight traffic within a complex multimodal logistics scheme
- In the project frame barges made 202 trips (freight from 4130 trucks shifted to water transport)
- The project managed to turn 11 million tons/km from road to waterways (almost double the amount foreseen in the initial project phase)

**More information:** <https://www.nweurope.eu/projects/project-search/st4w-smart-tracking-data-network-for-shipment-by-inland-waterway/>





## Adrion Thematic Cluster

### Thematic Cluster on Integrated Multimodal Water and Land Transport

The Thematic Cluster addresses low carbon transport, logistics services as well as port and hinterland operations. It produces feasibility studies of related investments. Six projects – NEWBRAIN, ISTEN, SUPAIR, ADRIPASS, MultiAPPRO, SUPER-LNG – and 37 partners are developing the competitiveness, innovation, and sustainability of the logistic infrastructures and services in the Adriatic-Ionian Region.

#### Main results of the project:

- Definition of a common strategic approach to strengthening the Adriatic-Ionian transport and logistics system as a key gateway for the freight connections between Eastern and South-Eastern European regions and Central and Western Europe
- Developing a Strategic Policy document devoted to policymakers with recommendations dealing with funding, cooperation, infrastructure, innovation, and energy efficiency (produced in cooperation with EUSAIR)
- Identification of two new project ideas, whose key topics are centered on digitisation and sustainability, to achieve modernisation of the transport and logistics sector in the next programming period

**More information:** <https://www.adrioninterreg.eu/index.php/2020/03/04/adrion-thematic-cluster-on-integrated-multimodal-sustainable-water-and-land-transport/>





## **SUSPORT**

### **SUStainable PORTs**

SUSPORT aims to strengthen the institutional capacity and cross-border governance of the Adriatic ports of Italy and Croatia to enhance their environmental sustainability and energy efficiency, improving air quality and decreasing CO<sub>2</sub> emissions.

The project develops a joint cross-border port environmental sustainability and energy efficiency model, to be applied in each port in the region. It tests concrete solutions for enhancing environmental sustainability and energy efficiency in ports. It also aims to improve the environmental performance of maritime transport in the whole programme area.

#### **Main results of the project:**

- Improvement of port competencies in the joint planning of environmental sustainability and energy efficiency
- Harmonisation of policies and actions to strengthen environmental sustainability and port energy efficiency at the cross-border level
- Building cross-border governance of environmental sustainability and energy efficiency regarding maritime transports

**More information:** <https://www.italy-croatia.eu/web/susport>



## ICARUS

### Intermodal Connections in Adriatic-Ionian Region to Upgrowth Seamless solutions for passenger

The extensive use of private cars has a major impact on climate change. Congestion, nuisance and noise are some of the most visible effects of the excessive use of private cars. ICARUS promoted and developed intermodal sustainable transport solutions as effective means to travel. They wanted to reduce car dependency and instead focus on passengers' mobility needs and on service flexibility.

The project developed alternative, practical and accessible transport solutions using bike-train, bike-bus, or other intermodal solutions. They also introduced technological solutions (dynamic travel apps, and online platforms to calculate the pollutants of a trip). ICARUS promoted a change of behaviour among different target groups towards low-carbon mobility solutions.

#### Main results of the project:

- Implemented sustainable intermodal mobility pilot projects and feasibility studies in Emilia-Romagna, Abruzzo, Venice, and Friuli Venezia Giulia (Italy), and in Primorje-Gorski Kotar, Istria (Croatia)
- Organised training about transport topics (Mobility as a Service, Data for Transport, Transport on-demand, and behavioral change) and supported authorities to define strategies and plans to shift toward low carbon mobility and intermodal options
- Invited and engaged the public, public authorities, and key stakeholders to participate in behavioural change events

More information: <https://www.italy-croatia.eu/web/icarus>

## MIMOSA

### Maritime and multimodal sustainable passenger transport solutions and services

MIMOSA aims at improving the offer of multimodal sustainable passenger transport solutions and services, by promoting a new cross-border approach to passenger mobility.

The project is collecting up-to-date knowledge on transport services' demand at local, regional, and cross-border levels. It develops numerous pilot actions like smart card development, IT multimodal solutions, mobility systems integration, mobile applications, infrastructure equipment, and info-mobility systems upgrades.

#### Main results of the project:

- Improved cross-border accessibility e.g. a new maritime connection between Grado-Lignano and a sea link between Abruzzo-Croatia with an LNG powered ship as well as developing common ticketing
- Increased citizens' awareness of new and improved intermodal services such as e-Hubs offering Innovative electric light vehicle sharing services
- Setting up of a permanent cross-border network for a stable dialogue at the cross-border level

More information: <https://www.italy-croatia.eu/web/mimosa>

## SMART E67

### Advanced traffic management on E67 transport corridor

The aim of the project was to enhance the efficiency and safety of passenger and cargo transportation in the North-South direction on the E67 transport corridor. It was done by joint planning and implementing pilot investments of Intelligent Transport Systems (ITS). A key intention was to decrease the CO<sub>2</sub> emissions.

The project supported installation of road weather stations and cameras. These were connected to variable message and warning signs along the road. Furthermore the project developed traffic sensors that were connected to traffic light systems.

#### Main results of the project:

- Time-saving and decreased CO<sub>2</sub> emissions on Via Baltica Road (E67)
- Improved traffic safety: less speeding in zones with variable message signs
- Satisfaction of drivers with the possibility to drive according to the real road and weather conditions

**More information:** <http://database.centralbaltic.eu/smart-e67-improved-transport-corridor-baltica-road-e67>







## EfficientFlow

### Efficient flow of goods and passengers between Finland and Sweden

The Baltic Sea Region is extremely dependent on efficient transport solutions all year round. There is a need to improve maritime transport and its integration in the logistic chain to optimize the flow of goods both by sea and connecting transport modes in the hinterland. The possibilities for just-in-time arrivals and departures, especially in the maritime part of the corridor should be improved.

Improving processes, business models, and new digital solutions to make transport flow in corridors more efficient. Development of a digital solution (Port Activity App™) for sharing information before and during the ship's arrival at port. Sharing information between port actors via app makes planning more efficient for everyone involved.

#### Main results of the project:

- Improved flow of goods and passengers on two transport corridors (Gävle-Rauma and Stockholm-Turku) in the Baltic Sea Region by implementing the Sea Traffic Management concept
- Developed Port Activity App™ has been taken into use in several ports and as an open-source solution, it is freely available for all interested organisations
- Optimized port operations: improved planning, improved berth productivity, less waiting times, saved fuel, and decreased CO<sub>2</sub> emissions

**More information:** <https://sub.samk.fi/projects/efficientflow/>

## COMOBILION

### Mobility on the Ionian Coast

The aim of the project is to improve the connectivity and accessibility in the cross-border area of Greece-Albania including connections to the TEN-T networks, especially those that pass through Western Balkans and southeast Europe. There is also a need to improve the mobility of people and goods in the border area and improve the quality of life of the population due to the better road safety as well as enhancing the multimodal transport possibilities.

The project implements a technical design for the construction of the road section (25 km) Igoumenitsa-Sagiada-Mavromati on the GR/AL Borders. It is connecting the port of Igoumenitsa with the cross-border crossing Point Sagiada – Qafë Botë. The road section is listed in the National Master Plan for Transport for the next funding period. It also includes upgrading the infrastructure in the BCP of “Qafë Botë” (Saranda)”, to provide more efficient control and customs services.

#### Main results of the project:

- Better roads in the cross-border area
- New buildings and service capacity at the border crossing point in Qafë Botë area in the mountain area between Greece and Albania
- Building links between region roads to TEN-T highways

**More information:** <https://greece-albania.eu/projects/mobility-the-ionic-coast>

## CB Railway

### Initiative for improving cross border transport through rail connection between Krystallopigi and Pogradec

The Project realizes a direct railway connection between Greece and the Albanian railway network. It is promoting and enhances the capacity for the implementation of priority investment. The new line will complete the railway corridor between the ports of Durres and the port of Thessaloniki and will also establish a strategic connection with TEN-T Mediterranean Corridor in Italy (Bari Port) and Greece territory.

The study assessed the pre-feasibility level of various alternatives and identified the preferred three alternatives for the railway connection of Albanian Kapshtica to the Krystallopigi/IEROPIGI Greek border. These analyses have assessed that the missing railway link on the Albanian side is approximately 80 km. The rail connection all in all is ~130 km.

#### Main results of the project:

- The planning phase results in the outline for the first-ever rail connection between the two countries
- The study indicates three possible routes for the railway
- There is also a draft plan on how to move freight from road to rail and the benefits thereof

**More information:** <https://greece-albania.eu/projects/initiative-for-improving-cross-border-transport-through-rail-connection-between-krystallopigi-and-pogradec>



## SETSII

### Scandinavian Electric Transport System

The project facilitates a faster conversion to sustainable electrical operations in the ports of the Kattegat-Skagerrak Region. It aims at ensuring a green and flexible energy supply in port areas and a reduction in CO<sub>2</sub> and particle emissions. The regional ports will be models, which can further contribute to the promotion of a full-scale sustainable transport system in the cross-border region. SETS II promotes cross-border cooperation in the region regarding new methods, approaches, and solutions related to port electrification.

The project supports ports in preparing electrification plans with an accompanying strategy for implementation. It focuses on electrification and battery operation in maritime areas as well as technical service, business models, and financing models.

#### Main results of the project:

- Shore pilot power installation at Port of Skagen leading to a reduction of CO<sub>2</sub>, reduction in particle emissions, noise reduction, final gain for ship owners, and a better environment for local citizens
- Mapping energy flows leads to a better understanding of the need for Energy Management Systems and electrification action plans supporting the ports' green transition
- Higher level of stakeholder awareness about the ports' roles as multimodal transport hubs

**More information:** <https://www.sets-kask.eu/en/projektet/>





## CORCAP

### Capitalising TEN-T corridors for regional development and logistics

CORCAP aims at improving the utilization of existing infrastructures and interfaces of combined freight transport in the Rostock-Budapest section of the TEN-T corridor Orient/East-Med (OEM). A central motivation for the project partners was the investigation of spatial and transport development potentials arising from the implementation of the new railway line between Dresden and Prague.

The main activities of CORCAP include the territorial analysis of challenges and needs for efficient and environmentally friendly freight transport. The implementation of innovative multimodal freight transport pilot actions and the elaboration of strategies and action plans are exploiting the potential of the Orient-East Mediterranean corridor for regional development.

#### Main results of the project:

- Elaboration of 6 Corridor Capitalization Plans that serve as informal guidelines and decisions support the promotion of sustainable freight transport in the Free State of Saxony (GER), Usti Region (CZ), South Moravian Region (CZ), Bratislava Region (SK) and Budapest Region (HU)
- Development of a Transnational Corridor Strategy for the Orient/East-Med corridor
- Improve the accessibility and connectivity of inland ports through the implementation of a smart traffic management system for the Budapest
- Freeport and the accessibility harmonisation of inland ports in the German-Czech section of the OEM corridor. Investigate attractive multimodal logistics locations, in the South Moravian Region and the Bratislava Region

More information: <http://interreg-central.eu/corcap>





## COMODALCE

### Enhancing COordination on multiMODAL freight transport in CE

COMODALCE aimed to tackle challenges hampering the competitiveness of freight transport in Central Europe. It dealt with the imbalanced level of hard and soft infrastructure that causes last-mile bottlenecks and missing links. It also analysed the fragmentation of the institutional framework. It also developed the coordination between freight operators and the logistic nodes (port-inland).

The project has produced an in-depth transnational study benchmarking CE with international best practices. It has been testing ICT solutions for enhancing coordination and interoperability among multimodal transport stakeholders. This has led to the adoption of coordinated short, medium, and long-term development plans.

#### Main results of the project:

- Strengthening the coordination between some of the most relevant ports and RRTs of the programme area and increased the competitiveness of maritime and multimodal transport
- Facilitation of the modal shift from road to rail/sea/inland navigation
- Creation of a permanent cooperation framework

**More information:** <http://interreg-central.eu/comodalce>

## SMACKER

### Soft Measures & Actions for behavioural Change and Knowledge to Embrace peripheral and Rural areas

SMACKER aims at promoting sustainable mobility services and Demand Responsive Public Transport (DRT) in rural and peripheral areas. It also aims at connecting the local and regional mobility systems to the main EU corridors and transport nodes. It tries to foster people to use public transport services instead of private cars.

SMACKER has helped local communities in six pilot areas in Central Europe to redesign their transport services based on the real users' needs, coordinating a co-design process between local/regional partners and stakeholders. It has also encouraged the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions have been residents, commuters, and tourists.

#### Main results of the project:

- Six pilot actions have been implemented in close cooperation with the respective Local Mobility Forums involving institutions, non-experts, and practitioners in the respective areas
- Ten non-partner institutions have been involved through the Enlarged Transfer Programme and provided with technical assistance to prepare an Action Plan for the development of DRT in their territories
- Developing a SMACKER Toolbox for demand-responsive transport (DRT) service, behavioural change, and smart mobility practices publicly available at [www.smacker-toolbox.eu](http://www.smacker-toolbox.eu)

**More information:** <http://interreg-central.eu/smacker>

## AlpinnoCT

### Alpine Innovation for Combined Transport

This project gathered in a unique approach a multitude of stakeholders of freight transport. Logistics service providers will benefit from improved processes and easier Combined Transport (CT) access. Wagon & semitrailer producers obtain insights into CT innovations. NGOs & institutions get a dialogue platform to state their interests and awareness about CT innovations. Politicians & decision-makers will be better prepared to set the future CT framework regarding the environment.

EUSALP Action Group 4 (mobility) built on the project results to perform an in-depth stakeholder analysis. With the aim to deepen the discussion on challenges and solutions in transalpine freight transport with a transport corridor perspective. Thus, there is a link also to the macro-regional perspective on mobility in the Alpine region.

#### Main results of the project:

- A more efficient Alpine freight transport with a focus on efficient Combined Transport, meaning that CT processes will be coordinated transnationally
- The cooperation between stakeholders and access to specific information as well as the use of low-carbon transport method has been raised significantly
- Considerable freight volumes will be shifted to rail

**More information:** <https://www.alpine-space.org/projects/alpinnoct/en/home>





## BSR access

### Access to clean, efficient and multimodal transport corridors in the Baltic Sea Region

To effectively develop the Core Network Corridors as a sustainable and future-oriented European transport system, the TEN-T Coordinators need access to the innovative and synergetic knowledge developed in Interreg projects. Interreg projects must support the European Coordinators with knowledge on how to facilitate innovative and sustainable services for transport and mobility along the corridors.

BSR Access reinforces linkages between the TEN-T and transport policy developments by combining the expertise from projects in the Interreg Baltic Sea Region, as well as one each from Interreg Botnia-Atlantica, Interreg Central Baltic, and the EU Connecting Europe Facility, into one cooperation platform tackling transport interoperability and regional development.

#### Main results of the project:

- Produced an action plan of interoperability that elaborates on the interaction between regional and transport development, complexity of mega-projects as stimulators of economic activity, deployment of clean fuels, streamlining of supply chain processes as well as transport development in first and last-mile connections
- Policy and action proposals in corridor-related interoperability-based solutions in transport
- Agreed on position papers on streamlined planning for seamless access infrastructure to the TEN-T Core Network Corridors and recommendations for new EU-funded projects and initiatives
- A tested stakeholder model for cross-sectoral, multi-level, and transnational dialogue on transport interoperability challenges and solutions

**More information:** <https://interreg-baltic.eu/project/bsr-access/>







European Regional Development Fund

