

D.3.2.9 Transnational, cross-border report

WP3 Understanding mobility needs and trends

A.3.2 Mobility needs and gaps in ICARUS region

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2 Acronyms

PP	PP Partner
LP	LP Lead Partner
SC	SC Steering Committee
TMB	TMB Technical Management Board
FM	FM Financial Manager
PC	PC Project coordinator
PM	PM Project manager

3 Introduction

3.1 The ICARUS project

The goal of the Interreg Italy- Croatia ICARUS project is to create new intermodal solutions taking into consideration passengers' mobility needs and allowing the maximum level of flexibility for users. This goal will be achieved thanks to:

- Improvement of passengers intermodal connections in and between the territories of the Programme area;
- Foster of behavioural change of transport users and increasing the use of intermodal low carbon transport solutions;
- Creation of seamless multimodal and environmental friendly intermodal transport solutions
- Easing the sustainable transport integration of the coastal and hinterland areas
- Boost of existing or new maritime connections among the Italian and Croatian coasts by raising the level of service of ports land side.

To improve passenger intermodal connections and ease access to the coast for the hinterland population, mobility behavioural change the involved area will be promoted using the Mobility as a Service (MaaS), a concept which moves passenger needs from the transport means to the mobility service. MaaS and ICT are among ICARUS' three pillars, which also include Intermodal Mobility and behavioural change.

Thanks to ICARUS, partners will carry out and implement 8 pilot projects and a case study focusing on timetable harmonisation, car/bike sharing within transport nodes, ICT solutions for seamless flow of information, integrated intelligent multimodal payment systems, dynamic travel planning and cross-border intermodal services.

The planned activities will be tested in the regions of Emilia-Romagna, Abruzzo, Veneto, Friuli Venezia Giulia, Primorsko-Goranska, Istrian Region and throughout the Croatian railway area.

3.2 About this deliverable

Work Package 3 "Understanding mobility needs and trends" aims to build knowledge and define mobility needs in each partner location. The activities in WP3 will lay the foundations to understand the pillars of the project (ICT/MaaS, Behavioural Change and Intermodal Mobility), and eventually to overcome barrier related to bottlenecks in multimodal connections and governance and lack of efficient multimodal networks (road, rail, air, water transport), as well as low connectivity and mobility of peripheral areas.

The action A 3.2: "Mobility needs and gaps in ICARUS region" in particular aims to identify the needs and gaps of the territories involved in the project in order to propose adequate strategies and further initiatives to overcome them.

The deliverable 3.2.1 collected the methodological indications on how to identify the mobility needs and gaps, which were concretized through specific questionnaires and the direct contributions of the partners involved.

The possibility of being able to ask partners for their own needs analysis is a high added value to the identification process, since nobody better than those who live in the territory and work in close contact with local realities is able to identify needs for the future.

The purpose of this report is to provide a summary and synoptic key to all the criticalities highlighted in the action, so as to provide a broad overview that allows the decision-maker to rely on a wide and clear information framework, in order to be able to make choices to overcome what has been highlighted as a limitation to the development of mobility in the territories.

4 Partners' Contribution

4.1 Contribution structures

As mentioned in the previous paragraph the main contribution to the needs & gaps analysis was provided by the partners directly involved in the project. The project structure correctly allows to each partner to provide a detailed description of their needs and requirements, aimed at overcoming the limits, currently present in the territories.

The single reports considered both infrastructural and management aspects, in order to provide an overall picture of the needs. It is important to underline how the difference between the partners involved, local authorities, infrastructure and service managers, etc., has allowed us to broaden our view on a wide range of factors and characteristics, both within the territories themselves and linked to the need for connection with the surrounding territories. This variety of approach, which on the one hand provides an information enrichment to the project, on the other hand risks leading to misunderstandings and non homogeneous results. It is for this reason that the effort of this report consists in making the highlighted results homogeneous among them, not on the contents but in form, so that they can be read together.

The report used as contribution are:

- D.3.2.3 Mobility needs and gaps in Emilia-Romagna
- D.3.2.4 Mobility needs and gaps in Venice
- D.3.2.5 Mobility needs and gaps in Friuli Venezia Giulia
- D.3.2.6 Mobility needs and gaps along the HZZP railway service
- D.3.2.7 Mobility needs and gaps in Region of Istria
- D.3.2.8 Mobility needs and gaps in Abruzzo

4.2 Main conclusion from partners' deliverable

In order to guarantee a homogeneous line in the definition of the contents of the analyses of the individual partners, a conceptual outline has been provided, following the approved methodology, to be followed for each partner: this has made it possible to provide a common guide to the reports listed above. While referring to each single report the details of the contributions, the paragraph below, for each territory considered, reports the main conclusions highlighted.

4.2.1 Emilia Romagna region main conclusion (from D.3.2.3)

The report includes a series of results coming from the consultation of experts from different key stakeholders of the Emilia-Romagna Region, who have offered their view, also at local level, of the mobility system.

Emilia-Romagna has identified its needs, challenges and priorities on which much resources were invested in the past but need to be carried out and continued in the future too. ICARUS will particularly focus on ICT, behavioural change and intermodality, which are among the priorities of Emilia-Romagna.

There are several challenges (and opportunities) that Emilia-Romagna Region is facing, also connected to the identified needs, specifically:

- Emilia-Romagna recognises that innovation in the transport sector is very complex but that the means and resources exist to make a big change, especially in the light of the heavy air pollution problems affecting the Regions of the Po Basin. The Region has addressed this challenge by funding the renewal of the public transport fleet
- People should drastically change the way they move, so the Region should promote the change of behaviour through all possible means, such as improvement of infrastructures, funding. Through new season tickets for the lower age groups, the Region seeks to encourage the use of public transport.
- Use ICT, big data and digitalisation to their full potential to support the growth of the Region.
- Find mobility solutions connecting urban, suburban, periurban areas, but also rural areas. The Region must find solutions that can be sustainable not only from an environmental point of view, but also in economic terms.

4.2.2 Venice main conclusion (from D.3.2.4)

The metropolitan city of Venice, similarly to different areas of Veneto Region, is affected by a highly urbanised context, with particular reference to the area of Venice-Mestre where two TEN T Core Network Corridors (out of 3 in whole Veneto Region) are passing by.

Such situation is allowing a strong potential synergy between the long-distance connectivity and the urban area represented by Venice surroundings, where the development of the wide set of local mobility opportunities have a central role in promoting such synergy.

Indeed, despite its limited extension, the strategic and central role of the Metropolitan city is underlined by the presence of a wide set of transport service operators that are ruled at different level, thus calling for a more coordinated vision to promote integration-related aspects. Such

situation is then paired with the presence of relevant infrastructures and hubs, encompassing the whole set of transport modes, which are composing the accessibility network of the area.

This is in particular true when considering the attractiveness of the area in terms of touristic presences that each year are visiting Venice and its surroundings thanks to its airport, port and main train stations.

So said, the future improvements in terms of mobility and transport services will inevitably require to smartly merge the needs expressed by the local mobility of citizens and commuters and the one of occasional users such as tourists.

This would be achieved also by pushing on a further integration of the different policy levels dealing with mobility, territorial planning and environment, with the main aim of finding a coordinated vision of the future of transport and mobility for such peculiar territory.

In this purpose, expected improvements on ICT, info-mobility systems and integrated ticketing are representing one of the most probable way to enhance the attractiveness of public transport with the main aim of reducing impacts (social and environmental) of individual mobility and further promoting sustainable and sharing mobility.

4.2.3 Friuli Venezia Giulia region main conclusion (from D.3.2.5)

Given the expected changes related to the new public transport network and operator that will effect substantially the status of the mobility of people in Friuli Venezia Giulia region, at present it is not appropriated to come to a conclusion referred to the issue of mobility needs and gaps, unless related to the cross-border dimension only. The latter shows room for improvements which should come not only from initiatives set up by Friuli Venezia Giulia region but also from the bordering municipalities/regions/countries of Croatia, Slovenia and Austria, which so far are missing, despite the high degree of existing cooperation at cross-border level. Thus for increasing the cross-border mobility options available to general public and tourists, which is a common problem in various bordering area of EU, and for sharing the costs for those cross-border services too between the involved countries, a common and synergic approach is needed.

4.2.4 HZZP railway service main conclusion (from D.3.2.6)

In order to correct the existing traffic system deficiencies in near future plans should offer appropriate solutions and set the main goals of the traffic system development, which the following would be achieved by:

- Improving transport accessibility to the whole region through the development of an efficient and sustainable transport system;
- Enabling greater mobility of the population using the modes of transport that are environmentally friendly, and energy and cost effective for society;
- Integrating transport subsystems through institutional, organizational and infrastructural improvements, with particular emphasis on the integration of public transport systems;
- Increasing traffic safety.

Improvement of accessibility in passenger transport within the city of Zagreb and surrounding suburban area is planned through the integration of public transport with the following objectives:

- The inclusion of neighbouring cities and regions in an integrated transport system with the City of Zagreb, in order to improve, through a common tariff coordinated organization of transportation and harmonized level of transport service quality;
- Increase efficiency, as a result of physical, operational and organizational integration of all forms of transport; rail, tram and bus, as well as a variety of alternative forms of movement;
- Applying one ticket for one trip for the integration area, an integrated transport system would provide greater quality and attractiveness of the public transport of passengers due to; shortening travel time, reducing travel costs, better informing public transport users, and increasing public transport availability.
- In general, development has the task of exploring, in a mutual relationship of social, economic, political and special traffic elements with the aim of ensuring adequate development in the area of coverage.

Transport as an important aspect of the functioning of a specific area is key to the function and development of the economy and society in general. In the circumstances where the old challenges remain and the new ones appear, it is necessary to provide the answer to the question of how to meet the existing, as well as the future, traffic demand, taking into consideration the restrictions related to the resources and environment protection. From the transport planning perspective, certain transport documents will serve as basic documents for considerations about the development of the transport system in accordance with the spatial abilities of the relevant area, economic demand and needs of the population. Special attention should be given to the development and improvement of environmentally friendly transport systems (including those with a low level of noise) as well as the transport systems with low CO₂ emissions. Furthermore, the attention will be paid to the multi-modal connections with an aim of promoting sustainable regional and local mobility.

4.2.5 Region of Istria and Primorje-Gorski Kotar main conclusion (from

D.3.2.7)

Istria

In the area of urban transport, the emphasis is placed on the problem of traffic jams on the roads in the centers of major cities and tourist destinations and on parking. Upgrading the network and increasing capacity should be accompanied by improvements to the public passenger transport (PPP) system, pedestrian and bicycle path systems, etc.

The technological advancements and innovations thrown up a range of new mobility options within the 4th industrial revolution.

These major technological developments include big data, Artificial Intelligence (AI), the Internet of Things (IoT) and the emergence of new forms of energy. Internet of Things technologies are significantly influencing the future of mobility as they introduce a new, continuous communication channel between mobility stakeholders, increasing the ability to capture and share data. Also, the production on a massive scale of new, compact forms of energy, will allow for economies of scale and extended journey range, which will drive the adoption of electric mobility solutions.

Primorje-Gorski Kotar

The transport situation in the Primorje-Gorski Kotar county relies mostly on the Rijeka traffic network hub which includes all transport modes – road, rail and maritime modes and connects them to major traffic hubs. The modal shift in the region is oriented most towards road transport, and road transport is dominated by passenger cars. In the mobility gaps and needs survey, the surveyed individuals stated they prefer the safety, comfort, convenience and flexibility of private cars and those are the reasons why they rarely use public transport. Several important planning and policy documents have been examined, and those are: Master plan for the development of the transport system of the North Adriatic functional region; Integral study of space and transport in Primorje-Gorski Kotar county and the city of Rijeka; Transport Development Strategy of the Republic of Croatia 2017-2030; Primorje-Gorski Kotar County Development Strategy 2016 – 2020; and City of Rijeka Development Strategy 2014 – 2020. Each of these documents contributes to gaining a clearer picture on the current transport situation and how to improve it for the future. The transport system is mostly not integrated, with few stand-out offers that combine different modes of transport, and example of which is the cooperation between HŽPP and Autotrolej, which offer a combined ticket from Šapjane to Fužine, through Rijeka.

The improvement of the quality offered by public transport providers, improving traffic connections, introducing better passenger information systems, purchasing new equipment, as well as creating new routes and offers are crucial in order to present public transport in a brighter light to the public and encourage people to use public transport more frequently.

4.2.6 Region Abruzzo main conclusion (from D.3.2.8)

The main cities of the considered area (and in particular a city like Pescara, medium-large in size and with an indisputable role of reference for the surrounding territory) are increasingly characterized as a pole of territorial services to be provided to a larger catchment area than the municipal one. They are called to perform functions which are not only and exclusively local, but which inevitably concern citizens of a wider territory, including people who use the urban center as a primary provider of mobility services. The urban facilities of the main urban centers are, therefore, to be designed and sized with respect to a basin of wider users of the municipal area only and this is why, in addition to the quantity and quality of the urban dotation, the strategic lines must consider the theme of "accessibility", which is expressed in terms of infrastructures and carriers.

The measures to be taken in relation to mobility, the central axis on which the redevelopment and territorial regeneration interventions rotate, to be pursued through the co-ordination of the various regulation and programming tools (urban planning, traffic plan, sustainable mobility, planning of public works) concern:

- the integration between private motorized mobility and road public transport;
- the establishment of large pedestrian and limited traffic areas;
- the creation of an electric metropolitan transport system in a protected location;
- the development of the cycle network;
- the creation of an attestation and exchange parking system

In this phase of European programming towards the 2020 objectives, the construction and maintenance of solidarity networks, capable of accommodating local needs and expectations and of helping to build devices for territorial cohesion, is of growing importance. In this sense, participatory processes take on a social and economic meaning and must meet and bring together territory, administrations and inhabitants. In many European cities, projects have been carried on to involve the inclusion of the population in public choices, through the establishment of public-private partnerships.

5 Report Specific Methodology

As described in the previous paragraphs, the purpose of this document is to compare the needs highlighted in the partners' deliverables, in order to provide the decision-maker with a general view on the needs and problems of the area, the field of mobility.

In order to achieve this aim, it was decided not to summarised what has already been reported in the action's deliverables, -to which reference is made for every detail-, but it was preferred to provide an innovative key for comparing them. By providing an analysis that puts similar needs in parallel, although in different contexts, the vision of the initiatives taken into consideration appears clear. Also from a first reading, it is possible to outline the basis for future initiatives, including project initiatives.

Therefore, the added value is to put in parallel initiatives of similar issues but in different places, so to understand what is similar but at the same time highlighting the differences so as to provide the decision-maker with a clear tool of what can be carried out jointly, exploiting economies of scale and what must necessarily be carried out locally with ad hoc activities.

The methodology used is a "matrix-based synthesis". In other words, the creation of an activity/region matrix that makes it possible to compare what has been found in a synoptic way. Of the multiplicity of information reported in the partners' deliverables, it was decided to focus the analysis on two aspects considered privileged as they provide a prospective vision rather than an analysis of the state of the art. These aspects are:

- Identification of future challenges in the area
- Definition of priorities in each involved area

In this way, prospective visions are highlighted, making them easier to understand.

It was then decided to take a further step forward, integrating what was highlighted in the Eusair strategy, in line with what was foster in the Italy / Croatia programme documents.

A summary description of the areas of application of the strategy is then provided and each single need highlighted by the project partners is traced back to the fundamental pillars of the strategy.

The overall methodology have been accompanied by a clear graphics to improve even more the synthesis and the readability of the contents.

6 Results: Mobility Need & Gaps

6.1 Icarus Project Comparison Matrix

	Emilia Romagna Region	Metropolitan City of Venice	Friuli Venezia Giulia Region	HZPP Railway Service	Primorsko-Gor Region	Istria Region	Abruzzo Region
Identification of future challenges in the area	<p>Heavy air pollution problems affecting the Regions of the Po Basin</p> <p>People should drastically change the way they move, through new season tickets for the lower age groups, the Region seeks to encourage the use of public transport</p> <p>Use ICT, big data and digitalisation to their full potential to support the growth of the Region</p> <p>Find mobility solutions connecting urban, suburban, periurban areas, but also rural areas.</p>	<p>Effectiveness and efficiency of mobility services</p> <p>Sustainability themes such as energy and environment</p> <p>Safety and security performances of services and infrastructures</p> <p>Socio-economic sustainability of infrastructures and services to be developed</p>	<p>To further improve the network of local public transport</p> <p>To encourage the use of public services integrated with an adequate and modern tariff system, in order to guarantee freedom of choice in the context of mobility services.</p>	<p>To change the business model and improve internal efficiencies by changing the corporate culture as well as the perception of the Company on the market</p> <p>To focus on those lines of business that will be the focus of the expected infrastructure modernisation</p> <p>Profitability and stability of operations higher passenger satisfaction with quality of service recognition of corporate culture and image</p>	<p>To coordinate public carriers, infrastructure managers, units of local and regional self-government and state bodies</p> <p>Lack of a single database of transport supply and transport demand</p> <p>Necessity to define a network of motorways and expressways, taking into account the interconnection of motorways and expressways in a hierarchical sense</p>	<p>To respond to the increasing mobility needs of people and goods to stay competitive,</p> <p>To answer to the emission reduction challenge in the transport sector</p> <p>To foster the continue grow of mobility demand</p>	<p>Valorize the complementarities of different subjects, with a platform to support the development of the mobility sector in the area, among and outside the involved regions</p> <p>Integration of ICT system is essential for the success of the regional challenge</p>
Definition of priorities in each involved area	<p>Investing in new sustainable mobility, including by integrating the current investment with particular reference to mountainous and inland areas;</p> <p>enhancing the region's production capacity by replacing LPT with more environmentally friendly vehicles;</p> <p>providing further forms of subsidised pricing; promoting the use of bicycles by building 1,000 km of new cycle paths; incentivising investment in the development of electric mobility;</p> <p>speeding up integration between rail and road and with sustainable mobility methods; enhancing bike and car sharing with a view to reducing private motorised traffic by at least 20% by 2025;</p> <p>supporting the spread of private mobility towards 'zero emissions', including through the installation of 2500 recharging points by 2025;</p> <p>strengthening and qualifying rail transport, both for people and goods,</p> <p>focusing on the development of intermodal transport, starting with investments in freight villages and intermodal and logistics centres</p>	<p>Integrating the different policy levels dealing with mobility, territorial planning and environment</p> <p>Valorising public spaces for enhancing urban and city accessibility and safety</p> <p>Integrating and optimizing the interconnections between long-distance corridors and local networks</p> <p>Promoting transport modes with limited environmental and social impacts</p> <p>Promoting the use of technologies and info mobility systems supporting mobility of transport and freight</p> <p>Supporting the development of a comprehensive overview on logistics hubs distribution favouring urban logistics</p>	<p>To increase and integrate the services between the various transport systems to facilitate and improve mobility of people and goods</p> <p>New assignment of regional and long-distance rail services for increasing capacity and speeding up connections</p> <p>Further push to cycle routes and in connecting them via intermodality solutions like bike-train and bike-bus</p>	<p>To establish the system of traffic supervision and management</p> <p>To improve the quality of the existing infrastructure through its construction, reconstruction, and modernisation</p> <p>To increase the share of rail transport in suburban-urban traffic</p> <p>To develop integrated public transport in the City of Zagreb and in the Zagreb County and the Krapina-Zagorje County</p> <p>Support of non-profit groups in the transport area, Traffic and logistics management and information</p>	<p>Improving traffic connections on the public transport in the region of the city of Rijeka and the connections with the surrounding counties</p> <p>Creating new offers, which can include intermodal passenger transport options, and new routes should be a priority, one that can greatly encourage the behavioural change from using private vehicles to using public transport and active modes of transport, such as the intermodal options – bicycle-bus or bicycle-train</p> <p>Introducing new routes and offers which include intermodal options and the usage of active modes of transport, the purchase of new equipment</p>	<p>To optimize safety and intercity connections</p> <p>To gather and engage stakeholders from different areas and public authority representatives through QPMs</p> <p>To foster Smart mobility and new transport infrastructures (parking lots, charging stations, road signs, vehicles) and new solutions for the mobility of vehicles and passengers</p>	<p>To ensure the cohesion, interconnection and interoperability of the mobility network, as well as access to it for all transport means</p> <p>To establish the necessary interconnections needed to eliminate existing bottlenecks and to implement transport services for providing effective multimodal solutions</p> <p>To invest in growth and innovation, promoting environmental sustainability, and sustainable mobility</p>

6.2 Mobility Need & Gaps in the Eusair Context

6.2.1 The Eusair Strategy Framework

The EU Strategy for the Adriatic and Ionian Region (EUSAIR) is a macro-regional strategy adopted by the European Commission and endorsed by the European Council in 2014. The Strategy was jointly developed by the Commission and the Adriatic-Ionian Region countries and stakeholders, which agreed to work together on the areas of common interest for the benefit of each country and the whole region.

The EU Strategy for the Adriatic and Ionian Region is one of the four EU macro-regional strategies, besides the EU Strategy for the Baltic Sea Region (2009), the EU Strategy for the Danube Region (2011) and the EU Strategy for the Alpine Region (2016).

The EUSAIR covers nine countries: four EU Member States (Croatia, Greece, Italy, Slovenia) and five non-EU countries (Albania, Bosnia and Herzegovina, Montenegro, North Macedonia, Serbia).

The general objective of the EUSAIR is to promote economic and social prosperity and growth in the region by improving its attractiveness, competitiveness and connectivity. With four EU members and four non EU countries the strategy will contribute to the further integration of the Western Balkans.

The participating countries of the EUSAIR agreed on areas of mutual interest with high relevance for the Adriatic-Ionian countries, being it common challenges or opportunities. The countries are aiming to create synergies and foster coordination among all territories in the Adriatic-Ionian Region in the four thematic areas/ pillars:



We do not consider Pilar 1 Blue Growth because it is not an issue for the specific project

PILLAR 2: CONNECTING THE REGION

The specific objectives for this pillar are:

- To strengthen maritime safety and security and develop a competitive regional intermodal port system.
- To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers.
- To achieve a well-interconnected and well-functioning internal energy market supporting the three energy policy objectives of the EU – competitiveness, security of supply and sustainability.

To achieve the abovementioned objectives, Pillar 2 will focus on three topics:

Topic 1 – Maritime transport

Topic 2 – Intermodal connections to the hinterland

Topic 3 – Energy networks

PILLAR 3: ENVIRONMENTAL QUALITY

The specific objectives for this pillar are:

- To ensure a good environmental and ecological status of the marine and coastal environment by 2020 in line with the relevant EU acquis and the ecosystem approach of the Barcelona Convention.
- To contribute to the goal of the EU Biodiversity Strategy to halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restore them in so far as feasible, by addressing threats to marine and terrestrial biodiversity.
- To improve waste management by reducing waste flows to the sea and, to reduce nutrient flows and other pollutants to the rivers and the sea.

Two topics are identified as pivotal in relation to environmental quality in the Adriatic-Ionian Region:

Topic 1 – The marine environment

Topic 2 – Transnational terrestrial habitats and biodiversity

PILLAR 4: SUSTAINABLE TOURISM

The specific objectives for this pillar are

- Diversification of the macro-region's tourism products and services along with tackling seasonality of inland, coastal and maritime tourism demand.
- Improving the quality and innovation of tourism offer and enhancing the sustainable and responsible tourism capacities of the tourism actors across the macro-region.




To achieve the abovementioned objectives, Pillar 4 will focus on two topics:

Topic 1 – Diversified tourism offer (products and services)




Topic 2 – Sustainable and responsible tourism management (innovation and quality)

6.2.2 Icarus Mobility Needs and Gaps as part of the Eusair Strategy


Emilia Romagna Region



	Find mobility solutions connecting urban, suburban, periurban areas, but also rural areas.
	Promoting transport modes with limited environmental and social impacts
	Providing further forms of subsidised pricing; promoting the use of bicycles by building 1,000 km of new cycle paths; incentivising investment in the development of electric mobility

Metropolitan City of Venice




	Supporting the development of a comprehensive overview on logistics hubs distribution favouring urban logistics Integrating and optimizing the interconnections between long-distance corridors and local networks Promoting the use of technologies and info mobility systems supporting mobility of transport and freight
	Promoting transport modes with limited environmental and social impacts
	Integrating the different policy levels dealing with mobility, territorial planning and environment Valorising public spaces for enhancing urban and city accessibility and safety

Friuli Venezia Giulia Region




	To increase and integrate the services between the various transport systems to facilitate and improve mobility of people and goods New assignment of regional and long-distance rail services for increasing capacity and speeding up connections
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	<p>To encourage the use of public services integrated with an adequate and modern tariff system, in order to guarantee freedom of choice in the context of mobility services.</p>
	<p>Further push to cycle routes and in connecting them via intermodality solutions like bike-train and bike-bus</p>




HZPP Railway Service

	<p>To establish the system of traffic supervision and management To develop integrated public transport in the City of Zagreb and in the Zagreb County and the Krapina-Zagorje County Support of non-profit groups in the transport area, Traffic and logistics management and information</p>
	<p>To increase the share of rail transport in suburban-urban traffic</p>
	<p>To improve the quality of the existing infrastructure through its construction, reconstruction, and modernisation Profitability and stability of operations higher passenger satisfaction with quality of service recognition of corporate culture and image</p>




Primorsko Region

	<p>Improving traffic connections on the public transport in the region of the city of Rijeka and the connections with the surrounding counties Introducing new routes and offers which include intermodal options and the usage of active modes of transport, the purchase of new equipment</p>
	<p>Creating new offers, which can include intermodal passenger transport options, and new routes should be a priority, one that can greatly encourage the behavioural change from using private vehicles to using public transport and active modes of transport, such as the intermodal options – bicycle-bus or bicycle-train</p>
	

Istria Region

	<p>To optimize safety and intercity connections To foster Smart mobility and new transport infrastructures (parking lots, charging stations, road signs, vehicles) and new solutions for the mobility of vehicles and passengers</p>
	<p>To answer to the emission reduction challenge in the transport sector</p>
	<p>To respond to the increasing mobility needs of people and goods to stay competitive, To foster the continue grow of mobility demand</p>

Abruzzo Region

	<p>To ensure the cohesion, interconnection and interoperability of the mobility network, as well as access to it for all transport means To establish the necessary interconnections needed to eliminate existing bottlenecks and to implement transport services for providing effective multimodal solutions</p>
	<p>To invest in growth and innovation, promoting environmental sustainability, and sustainable mobility</p>
	<p>Valorize the complementarities of different subjects, with a platform to support the development of the mobility sector in the area, among and outside the involved regions</p>