

O.4.2 ICARUS Pilots for a multimodal seamless cross-border mobility

WP4 Understanding mobility needs and trends

A.4.2 ICARUS cross border development

O.4.2 ICARUS Pilots for multimodal seamless cross-border mobility







AUTHOR: VIU
PP No. 3
Status: Report 01
Distribution: Public
Date: 14/07/2021




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Output summary

The output includes the results of the 9 Icarus pilot projects implemented at local level:

Region / area	Partners	Pilot description	Strategic scope
Emilia-Romagna (IT)	 	<ul style="list-style-type: none"> • Tool to estimate air pollution emissions (<i>RogerAmbiente</i>) linked to the regional dynamic travel planning App <i>Roger</i>; it provides passengers information on emissions' saving when travelling by public transport instead using private cars. 	<ul style="list-style-type: none"> • Increasing passenger's awareness of private mobility environmental impacts, and fostering public transport use.
Abruzzo (IT)		<ul style="list-style-type: none"> • Travel and tourism App (<i>Happy Travel</i>); it provides links to transport providers' web sites and information on touristic destinations and services in Abruzzo region. 	<ul style="list-style-type: none"> • Promoting regional tourism and informing on transport services in the region.
Venice (IT)		<ul style="list-style-type: none"> • Bike racks installed on buses; and • Open-source web GIS which systematises existing transport data and information. 	<ul style="list-style-type: none"> • Promoting sustainable mobility; • Enhancing the current mobility platform of the city for planning purposes, and integrating into one platform multiple data sources.
Friuli Venezia Giulia (IT)	 	<ul style="list-style-type: none"> • Bike wheeling ramps installed at rail stations; and • Cross-border bike & bus services (<i>Parenzana</i> route). 	<ul style="list-style-type: none"> • Improving rail stations accessibility for bikers; • Fostering bike tourism.

Region / area	Partners	Pilot description	Strategic scope
Primorje-Gorski Kotar (HR)	 Klaster intern prijev	<ul style="list-style-type: none"> • Web site (<i>icarus-mobility.com</i>) providing information on transport services and links to transport providers' web sites; it includes multiple modes (rail, bus, micro-mobility, ...) 	<ul style="list-style-type: none"> • Informing on transport services, and promoting sustainable transport modes when visiting Primorje-Gorski Kotar county.
Istria (HR)	 ido	<ul style="list-style-type: none"> • Bike and train promotion campaign, including bike share stations; • Guidelines for a travel & tourism Smart Card – App deployment. 	<ul style="list-style-type: none"> • Fostering bike tourism; • Preparing a project follow-up and a Smart Card – App delivery.
Croatia	 HŽP	<ul style="list-style-type: none"> • Rail coach refurbishment to accommodate bikes; • Technical specifications to improve the current HZZP (Croatian Railways Passenger Transport) on-line rail ticketing system and include train & bike services. 	<ul style="list-style-type: none"> • Fostering bike tourism; • Preparing future IT investments for ticketing.

Expected impact and benefits of the output

D.4.2.1 - Friuli Venezia Giulia Region - Pilot Action n.1

- Relevant expected changes (short term): Increase in the awareness of the general public towards the mobility option represented by bike-train intermodality to satisfy their mobility needs.
- Possible permanent changes (long term): Increase in the number of passengers travelling on train carriages with their own bike, resulting in a lower number of users resorting to their private cars to reach the railway station.

D.4.2.2 - Friuli Venezia Giulia Region - Pilot Action n.2

- Relevant expected changes (short term): Increase in the awareness of potential users of the bicycle option to visit cross-border territories
- Possible permanent changes (long term): Increase in the number of people using their bikes both for their daily

D.4.2.4 - HZPP

- Relevant expected changes (short term): Considering that Document will give us clear picture on current condition and what can be done in order to achieve better operational status regarding online ticket sales, this would be only clear benefit. Company will remain with actions such as procurement of such software solution or improvement of existing online sales system. However, next steps will be clear and transparent.
- Possible permanent changes (long term): New software and hardware solutions supporting multimodal ticketing.

D.4.2.5 - KIP

- Relevant expected changes (short term): Serving as a “one-stop shop” for information on public transport and cycling options in the region; learning about available public transport and cycling options in the region, and using them as a trial.
- Possible permanent changes (long term): Using public transport / cycling on a regular basis, keeping up with mobility trends in the region and committing to behavioural change.

D.4.2.6 - Emilia Romagna Region

- Relevant expected changes (short term): A measure simple to understand for users and possibility to be used on a wide scale.
- Possible permanent changes (long term): Nudging on the behaviour of the single users, awareness on environmental impact, first case study to build new actions/measures.

D.4.2.7 – IDA

- Relevant expected changes (short term): Passengers are already using new product and pilot confirmed its success.
- Possible permanent changes (long term): Since this train route has trains with not so high speeds, this pilot project will encourage new intermodal solutions with Italy and Slovenia such as project documentation development for alternative and sustainable trains propulsion (i.e. hydrogen).

D.4.2.8 - Metropolitan City of Venice

- Relevant expected changes (short term): Implementation of facilities and digital services to ensure a seamless intermodality, increasing the awareness of citizens and tourists towards the availability of alternative and more sustainable mobility solutions.
- Possible permanent changes (long term): Relevant increase in the number of users adopting intermodal solutions to satisfy their mobility needs (with reference to the use of bicycles) thanks to the wide availability of both facilities supporting the combination of different means of transport and digital tools delivering information on existing services and solutions.

D.4.2.9 - ARAP

- Relevant expected changes (short term): The dissemination process is obviously complete, because some attitudes and habits are rooted in the population. But the fact that the key stakeholders are involving different sectors of society (school, local authorities, tourism sector, transport) makes us confident not only on the continuation of change, but also on the strengthening of certain virtuous dynamics.
- Possible permanent changes (long term): Arap Abruzzo has signed a protocol of intent with local authorities, committing itself to give continuity to the pilot action even after the project. The app wants to become a permanent tool for sustainable mobility. For this, the operators of the institution have been trained, so as to be able to update and enrich the contents of the app, in addition, a series of activities will start in the schools to radically reduce the change in attitude in the new generations.

Reference to deliverables and activities

This output is made of 9 of documents:

- D.4.2.1 Intermodality bike-train development from hinterland to the coast in FVG
- D.4.2.2 Cross-border intermodal services put in place
- D.4.2.3 Bike+train+ferry transnational corridor in north Adriatic axis
- D.4.2.4 Integrated ticketing system in HR
- D.4.2.5 Boosting intermodal solutions through ICT
- D.4.2.6 Dynamic travel planner for seamless intermodal solutions
- D.4.2.7 Smart tourism - Improving transport of tourists in Rijeka destination
- D.4.2.8 Fostering bike-bus-train-ferry intermodality in coastal areas and related hinterland
- D.4.2.9 ICT Systems to better connect coast and hinterland