



Icarus Transnational Newsletter - July 2021

Introduction

Half a year passed by since our last newsletter, during which ICARUS partners worked intensively despite the complicated situation worldwide caused by the COVID-19 pandemic. We would like to share with you our latest achievements.

ICARUS aims at improving passenger intermodal transport connections and ease coast-hinterland sustainable lifestyle to promote car-independent lifestyle. This will be achieved through innovative solutions and by activating a behaviour change in mobility through the Mobility as a Service (MaaS) concept.

What's new

FROM TRIESTE TO POREC BY BIKE AND BUS

For this summer (and possibly more to come) bikers will have an easier time getting back and forth Croatia and Italy! In fact, on July 2nd the Friuli Venezia Giulia Autonomous Region, our project partner, officially kick started the bike rack bus service from Trieste to Porec. The service runs for free on Fridays, Saturdays and Sundays until October 2nd 2021. This service aims to promote sustainable and intermodal transport solutions in the area and this service will further connect the Alpe Adria Cycle path with the Parenzana cycle path.

More info on the service: the bus departs from the bus station in Trieste (Piazza della Libertà) at 9:00 AM and returns from Parenzo bus station (Ulica Karla Huguesa) at 06:00 PM. Due to the limited nr. of places and in line with COVID-19 restrictions the booking is compulsory and can be made on the website: <http://www.dorlandobus.it/progetto-icarus/> via e-mail: noleggi@dorlandobus.it or by phone at: +39 0433 44293.

As this is an experimental service, passengers will be asked to fill in a survey during their trip, which will allow the region to evaluate the quality of the service and improve the offer.

In addition to this service, the FVG region also equipped ten train stations with wheeling ramps allowing cyclist to easily access their train platform and load their bikes on the train.



NEW INTERMODAL SERVICES FOR SUSTAINABLE MOBILITY BETWEEN ITALY AND CROATIA

Online conference during the Mobility Week

We cannot wait to share with you some of our results so far! Join us next September 23rd 2021 at 10:00 o'clock for an online conference focusing on new intermodal services for sustainable mobility.

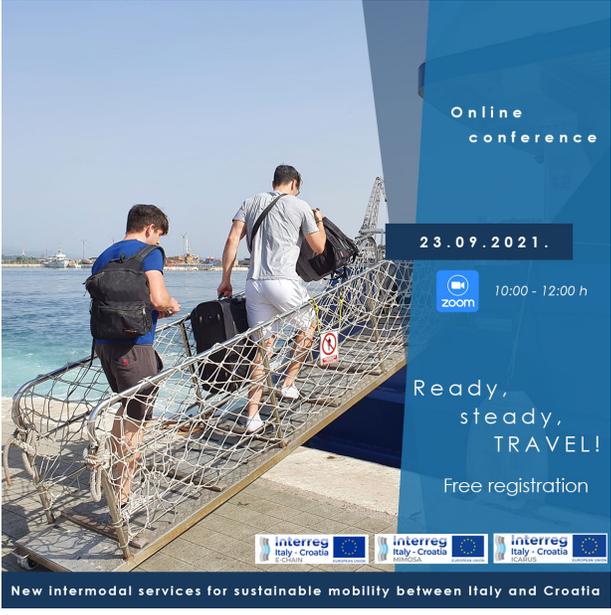
The conference is jointly organised by E-CHAIN, ICARUS and MIMOSA, three Interreg Italy-Croatia projects dealing with innovative pilot actions and solutions to improve intermodal transport among the two countries. During this event, each project will talk about its solutions and share its results. We will also discuss the effects of Covid19 on the transport sector and what can be done to encourage change of behavior. ICARUS will bring to the table the Bike-train-ferry transnational corridor from Venice to Pula, a travel planner app for cross border journeys between Abruzzo Region and Croatia and the intermodality promotion in the Istria county.

No need to worry about the language. The conference is in English, but simultaneous translation for Italian and Croatian is provided. Anyone can attend, free of charge!

Registration is necessary at the following link:

<https://zoom.us/join/zoom/register/tjEkdOCTqzsuGtEEf44ZrGhoQ0cGFPEd8VLX>

We look forward to meeting you!



Online conference

23.09.2021.

10:00 - 12:00 h

Ready, steady, TRAVEL!

Free registration

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New intermodal services for sustainable mobility between Italy and Croatia

CASE STUDY:

Multimodal transnational corridor along the North Adriatic Axis and its "on the site" testing through a bike tour

ICARUS focuses on improving passenger intermodal transport connections between Italy and Croatia and easing coast-hinterland sustainable accessibility, promoting car-independent lifestyles. In this framework several partners delivered different pilot activities and case studies.

This time we wish to present you the case study delivered by the Venice International University on the transnational corridor in which they explored various transport combinations along the north Adriatic axis. a. The first part of the study consisted in a desk analysis and market research on the current touristic operators' offer. The next step led to surveys on the field, analysis of the cyclo-tourism in post-COVID-19 time and e-bike impact on cyclo-tourism. The results of these analysis have been further tested through a seven-days bike tour, during which the participants explored the combination of different transport modes and bikes on their way from Venice to Poreč. We have interviewed the participants of the bike tour to share with you their experience and lessons learnt from this case study and bike tour.

VIU analysed in the past months the bike+train+ferry transnational corridor in

north Adriatic axis. The work consisted in a preparatory study which examined cyclo-tourism in post COVID-19 scenarios and e-bike impact on cyclo-tourism. Can you share some of the main findings from this “desk research”?

From the interviews with the main tour operators providing offers along the cross-border corridor, we investigated the state of the art of the cycle tourism offer in terms of cycle routes, network of codified and non-codified regional cycle routes, route-related services, multimodal transport and package holidays including cycling experiences. It is interesting to notice that there is a multiple level of offers where few main operators organize the tour with accommodation and logistics as a sort of broker with the final clients. It was quite clear that an increased service level volume is needed, for this reason a more focused and larger offer could increase the interest for this kind of tourism.

After the conclusion of the study you decided to pass from theory to practice. A bike tour, starting in Venice (Italy) and ending in Poreč (Croatia) was organised to “test” on the field some of the solutions examined in the study. What is the most stunning experience from your tour you would like to highlight?

We chose to test the route from Venice to Poreč because it allowed us to use a large number of multimodal transport solutions along the Adriatic coast as an alternative to secondary inland road routes. One of the most pleasant moments of this experience was the transfer by motorboat in the Marano-Grado Lagoon, along the route that starts in Portogruaro, crosses the rivers Tagliamento and Stella, and continues in the direction of Aquileia and Grado. Moreover, the “Parenzana” cycle path in Istria was quite stunning, with its tunnels dating back to the Austro-Hungarian times, running in the middle of the woods with an amazing sea view.

The tour offered you the opportunity to enjoy the natural beauties of the Italian, Istrian and Slovene coast, woods and hills and several historical and cultural sites. What would you recommend other cyclists not to miss if they decide to uptake the same tour?

During the bike tour you can ride through towns and small villages of great historical and artistic importance. It is also worth mentioning the series of beautiful landscapes along the natural parks at the mouths of rivers and along lagoons.

During your tour you had the opportunity to use some of the transport means (ferries, motorboats, bus). How did this combination work for you? Was it easy to transport your bikes?

We used ACTV (public transport in Venice), a ferry boat and a motorboat for passenger transfers. On both vessels we found enough space to store our bikes but no racks. On the other hand, on both private motor vessel transfers we found an excellent bicycle transport service. Finally, the way back transfer was just as comfortable. However, a weak point of the bike tour is the missing connection via sea, which was cancelled due to the restrictions related to the COVID-19 pandemic

The potential of the cyclo-tourism in a post-pandemic scenario is high thanks to the healthy style of such a vacation and the connection to the nature. There is still a lack in promotion of this touring type and information on available solutions that could ease cyclists' efforts such as the luggage transfer and hotel booking is missing. Greater involvement of the public transport is needed in order to better organize the modal shift and bike transport. More intelligent platforms, where multiple sources of information like time schedules of public transport services and those related to touristic attractions are connected, could increase the level of experience of tourists. Possibility to connect and promote different routes could give an added value.

If you were to do this tour again, what would you do again and what would you avoid?

We would choose alternative routes to explore the natural beauty along the Soča River and inland Istria along the Parenzana cycle path. We would also test different types of multimodal transport on our way back, by motorboat from Poreč to Trieste, continuing by train to Venice.

Team VIU
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