



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT



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*Regional and
Urban Policy*

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AGENDA 14 NOVEMBER 2019

08.30-09.30 WELCOME, REGISTRATION, COFFEE		
09.30-10.00	POLICY OPENING • Cohesion policy – Cross-border cooperation • EC Transport policy	• Marc Lemaître – REGIO DG – Director General • Herald Ruijters – MOVE DG – Director
10.00-11.20	1ST PANEL – POTENTIAL: Socio economic importance of connecting cross-border regions	
	• Cross-border mobility, an EU need • Socio-economic impacts • Operators and Authorities view – UITP (International Association of Public Transport) • Contribution of TEN-T policy to cross-border accessibility	• MEP Anna Deparnay-Grunenberg – EP • Eduardo Medeiros – ISCTE (Instituto Universitário de Lisboa) – Researcher • Artur Perchel – UITP – Europe Deputy Director • Mathieu Grosch – TEN-T coordinator
11.20-11.40 COFFEE BREAK		
11.40-13.00	2ND PANEL – CHALLENGES: Specific challenges for accessibility in cross-border regions	
	• Optimising cross-border regions impact of the TEN-T corridors • Challenges experienced by private operators (DE-CZ) • Management structures – EGTC (DE-FR) • Multi-level governance (DE-FR)	• Matteo Berzi – MED CORRIDOR (Mediterranean Railway Corridor) – transport expert • Barbora Mičková – Leo Express (Czech transport company) – Chief Institutional Affairs Officer • Lioba Markl-Hummel – Eurodistrict Strasbourg-Ortenau – Project Manager for mobility • Patrice Harster – Eurodistrict Pamina – Director
13.00-14.30 LUNCH		
14.30-15:20	3RD PANEL – TOOLS: Available supporting instruments	
	• Missing Rail Links Study • Funding instruments from the EU • Funding and advisory support from the EIB	• Ludger Sippel – KCW (local public transport consultancy) – railway expert • Pascal Boijmans – REGIO DG – Head of Unit • René-Laurent Ballaguy – Senior Evaluator & Claus Eberhard – Strategic Railway Division – EIB



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

15:20–15:30	COFFEE BREAK	
15:30–17:00	PARALLEL WORKSHOPS: ILLUSTRATIVE CASES	
	WS 1 – REHABILITATING MISSING RAIL LINKS PRESENTATION OF DIFFERENT CASES OF MISSING RAIL LINKS	
	• WS1.1 – MI-CO-TRA (AT-IT) / CROSSMOBY (SI-IT) – cross-border rail service • WS1.2 – Linha do Minho (PT-ES) • WS1.3 – Léman Express (CH-FR) • WS1.4 – Fixed link project Helsingör – Helsingborg (DK-SE) (WS to include Q&A part)	• Enzo Volponi (Central Directorate for infrastructure and territory, Regional and local public transport Division of FVG Region) • Mário Fernandes (Infraestruturas de Portugal) • Benoît Pavageau (Office cantonal des transports, Geneve) • Søren Madsen (Danish Road Directorate), Peter Bernström (Swedish Transport Administration)
	WS 2 – JOINT PROVISION OF CROSS BORDER PUBLIC TRANSPORT PRESENTATION OF DIFFERENT CASES OF CROSS-BORDER PUBLIC TRANSPORT	
	• WS2.1 – CB PUMP – Cross border public urban mobility plan (SI-IT) • WS2.2 – Busline 983 Frankfurt – Slubice (DE-PL) • WS2.3 – EurekaRail (DE-NL-BE) railway network • WS2.4 – Cross-border bus for Eurocitizens – Chaves-Verin (PT-ES) (WS to include Q&A part)	• Sandra Sodini (Director of the Office for International relations of FVG Region) • Christian Kuke (Director – Stadtverkehrsgesellschaft Frankfurt (Oder) Ltd) • Mike Lucker (Projectmanager Railagenda) • Pablo M. Rivera Bua (Executive Director Eurocity Chaves –Verin)
	WS 3 – PLANNING AND GOVERNANCE PRESENTATION OF DIFFERENT CASES ADDRESSING THE PLANNING AND GOVERNANCE ASPECTS OF CROSS-BORDER MOBILITY	
	• WS3.1 – Haparanda Tornio Travel Centre (SE-FIN) • WS3.2 – Transfermuga.eu / TOPO project (ES-FR) • WS3.3 – Région Grand Est (FR-BE-DE-LU) • WS3.4 – ARPAF – Cross Border (Alpine Region) (WS to include Q&A part)	• Tino Nousiainen (Mayor of the city of Tornio) • Alex Marañón (Euroregión Nueva Aquitania – Euskadi – Navarra) • Kaddour Laddi (Direction Générale Mobilité), Evelyne Isinger (Présidente de la Commission Transport de Région), Philippe Voiry (conseiller diplomatique du préfet de Région) • Patrick Skonieczki (Amt der Tiroler Landesregierung), Jakob Dietachmair (CIPRA)
17:00–17:30	CLOSING KEYNOTE SPEECH Herald Ruijters – MOVE DG – Director Johannes Hahn – Commissioner	



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

This publication is published at the occasion of the conference with the same title, organized by the European Commission's Directorates-General for Regional and Urban Policy (DG REGIO) and for Mobility and Transport (DG MOVE) in November 2019. Its aim is to stimulate the continued debate on accessibility in cross-border regions.

The conference is organized around three main themes: the **Potential** deriving from enhanced accessibility in cross-border regions; the **Challenges** faced to promote it; and the **Tools** available at European level. Besides general exchanges on these themes, the conference also showcases real examples illustrating in practice how accessibility in cross-border regions can be promoted and improved.

This publication follows the same structure. It starts with a brief discussion on Potential, Challenges and Tools, followed by fiches for each of the projects presented at the conference. It is neither a guide nor a thorough or complete set of information. On the contrary, its aim is simply to be a starting point to facilitate the debate around accessibility in each cross-border region in the European Union.

WHY? – THE POTENTIAL

Cross-Border regions (comprised by two or more adjacent border regions on different sides of a border) have a great development potential if they are seen as more than the mere sum of adjacent border regions. Throughout history, border regions have been seen as territories on the edge of their countries. Consequently, many aspects of society have not developed as much as they have in non-border regions. Individuals and organizations tend to limit their catchment areas to a territory located within their national boundaries. Often, the other side of the border, which should be a natural part of one's territory, is not seen or exploited because of real or perceived obstacles caused by the border.

A Communication of the European Commission on this topic has clearly demonstrated how national boundaries still hamper the regional economic development of cross-border regions. In its Communication “Boosting Cohesion and Growth in EU Border Regions”, the Commission concludes that if only 20 % of all border obstacles were removed, EU border regions would gain 2 % in GDP.

Studying, training, working, caring and doing business across EU internal borders are all activities that are still negatively affected by legal and administrative difficulties. When it comes to cross-border employment for instance, there are many instances in which potential workers cannot access the labour market across the border, although distance is not an issue. When preparing the above-mentioned Communication, DG REGIO came across cases of companies having to charter their own buses to be able to bring employees to their places of work. Individuals have testified that the lack of public transport along many EU borders has prevented them from accessing jobs on the other side of the border. Matching supply and demand when it comes to employment is a real challenge in cross-border regions, often because of the lack of cross-border connections.

A similar picture emerges when considering access to public services, and in particular health-care services. In many instances, patients find that there are better or closer facilities across the border, only to find it impossible to reach those via public transport. The quality of life of many EU citizens could be improved with better quality and more frequent cross-border public transport connections – after all 30 % of the EU population lives in border regions and for many of them, the natural catchment area for every day life activities reaches across national borders.

WHAT? – THE CHALLENGES

Transport networks are still largely planned within national boundaries (even where there are regional networks these tend to stop at the border), complemented by large networks aimed at speedy, long-distance transport of goods and people. Proximity cross-border connections often fall outside either of these two planning scales – they are neither national nor aimed at long-distance journeys. As outlined above, much can be gained from developing fully integrated networks/services that reach across national borders, thus making cross-border regions as well connected as non cross-border regions. Moving from a 180° vision to a full 360° vision when it comes to accessibility and mobility is a fundamental challenge for the future.

To achieve this, a series of challenges need to be addressed:

- Networks and services need to be jointly planned. Infrastructure as well as all operational aspects of transport need to be considered on both sides of the border and planned together. This implies working on common ticketing systems, shared technical standards; interoperability of systems, understandable information sources (e.g. multi-lingual information).

- Legal obstacles stemming from implementing national rules and using national registers or systems need to be overcome. Operating a bus line across the border should not automatically imply fulfilling more obligations or meeting two sets of standards. Mutual recognition or limited derogations from national rules could be considered on a case-by-case basis.
- Joint management structures should be considered in order to put in place and operate genuinely joint services across borders. For instance, the European Grouping of Territorial Cooperation (EGTC) could be considered as a suitable legal form to operate services across borders.

Whatever the challenges, most developments and solutions will require genuine multilevel governance, with the clear involvement of all stakeholders, and robust strategic planning.

HOW? – THE TOOLS

The challenges to good quality cross-border transport connections are numerous. Happily, there are also a number of useful tools that can be used to lift certain obstacles or difficulties.

But first and foremost, it has to be stressed that as with any other type of cross-border collaboration, trust is a fundamental element. For there to be successful new developments, there has to be mutual respect, a will to know and understand the partners on the other side and a commitment to trust each other.

FINANCING SOURCES

When it comes to funding, there is a variety of financing sources. First and foremost, local, regional and/or national funding should be considered at the outset, in particular when establishing services that will run on a commercial basis. Nevertheless, access to European funding can also help. Here options will depend on the location of investments. For instance, the European Structural Instruments should also be explored as their overarching objective is to promote the development of border regions and to facilitate cross-border interactions (see: <https://interreg.eu/>). The European budget also supports the development of transport links and services via the Connecting Europe Facility, which can include specific calls for border missing links (<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport>).

Loans can also be a useful source of financing for larger, long-term investments such as those needed in the transport sector. Besides regional and national lending facilities, the European Investment Bank provides funding for projects that support the European integration process. Technical assistance and advice can be accessed via the EIB's Advisory Hub (<https://www.eib.org/en/products/advisory-services/index.htm>).

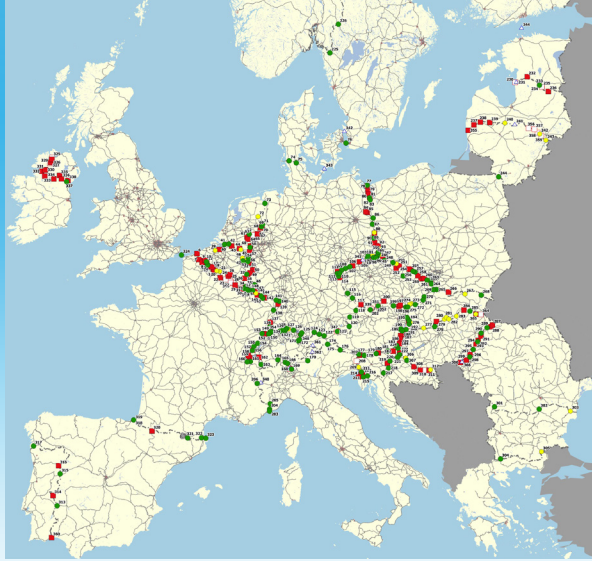
LEGAL TOOLS

Setting up and operating joint transport services on both sides of a border can be made easier if they are managed by a single legal body that can operate equally on both sides. Since 2016, such cross-border public bodies can be established in all Member States via European Groupings of Territorial Cooperation (EGTC) (regulation 1082/2006 and its amending regulation 1302/2013). Much useful information on EGTCs can be found on the following platform, managed by the Committee of the Regions: <https://portal.cor.europa.eu/egtc/Pages/welcome.aspx>

In some Member States, similar legal bodies also exist under specific inter-governmental agreements such as for instance the Benelux Grouping of Territorial Cooperation (BGTC) established by the Benelux Union.

Similarly, private bodies can also established joint structures such as the **European Company** – also known as SE (Societas Europea in Latin).

An addition to the current toolbox for cross-border cooperation and interaction is currently under development. The European Cross-Border Mechanism (ECBM) draft regulation has been tabled by the European Commission in May 2018 and is under discussion both in the European Parliament and Council. The main objective of this new European law is to make available to all Member States and/or regions with legislative powers, a mechanism that will allow for the legal framework (legal acts or technical standards) of one country to apply in the neighbouring country, within the clearly defined limits of a given project.



ACCESSIBILITY IN CROSS-BORDER REGIONS

THIS EXHIBITION illustrates cases of accessibility in cross-border regions, by recovering missing rail links and delivering cross-border public transport services. Transport networks are often developed from a national perspective. Regional cross-border connections remain underdeveloped. People in border regions generally have fewer and worse connections to travel to their neighbouring regions.

OBSTACLES of a legal or administrative nature hamper cross-border connectivity. Cooperation is essential to overcome them. If funding is needed, so are legal tools to implement solutions.

THE COMMISSION provides support beyond funding, for example via technical input (e.g. studies), awareness raising activities and increased visibility. It has proposed a legal mechanism to overcome legal obstacles. Member States and regions are invited to consider accessibility in cross-border regions as an important factor for regional economic development.

FOR MORE INFORMATION

link to brochure:
ISBN 978-92-76-12007-0 /
doi:10.2776/972060

webpage
'Boosting Growth and
Cohesion in EU Border
Regions'



'Comprehensive analysis of
the existing cross-border rail
transport connections and
missing links on the internal
EU borders'



BUSLINE 983 FRANKFURT-SLUBICE (DE-PL)



BASIC INFO

Frankfurt (Oder) and Slubice geographically look like one city-area divided by a national border. In this “twin city” people of two countries live, work, study and celebrate together. For this they need to cross the border, which makes a functional cross-border public transport necessary. That is why the local authorities of both cities established bus line No 983 by entrusting the transport operation to the SVF and involving Slubice in the the transport association Berlin-Brandenburg (VBB).

BENEFITS

The cross-border bus line carries about 340.000 passengers a year. These are students, tourists and many cross-border commuters, who drive from Slubice to the train station in Frankfurt (Oder) to get to work in, or nearby Berlin. The bus line is a feeder for rail.

OBSTACLES

In spite of joint EU membership we have none or controversial legal bases for intermunicipal cooperation. The joint financing of municipal projects is unclear. Lack of a clear framework and of an additional and adequate financial support in order to manage this extra task

WEBPAGE

www.svf-ffo.de



CROSS-BORDER MOBILITY IN THE ALPINE REGION



CIPRA
LIVING IN
THE ALPS



- Tailor-made, innovative solutions for the different target groups
- Applied solutions in local workshops in 6 cross-border hotspots
- Policy recommendations
- Compact on behavior change

OBSTACLES

- Data availability on cross-border commuting
- Bringing together all relevant stakeholders
- Lack of political will and of financing
- Non-harmonised legal framework
- Triggering actual behaviour change in people

WEBPAGE

<http://alpine-region.eu/projects/arpa-f-cross-border>

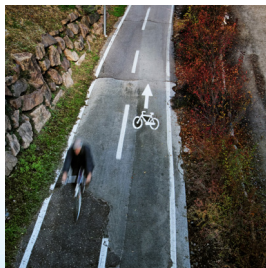


BASIC INFO

Thousands of commuters move across national borders daily causing congested roads, noise and pollution. In the ARPAF (Alpine Region Preparatory Action Fund) two-year “Cross-border Mobility” project, three partners – the Swiss Center for Mountain Regions (SAB), Land Tirol and CIPRA International – have tackled this issue by applying concrete solutions in commuter hotspots.

BENEFITS

- Statistical and cartographic overview of cross-border commuting in the Alpine Region
- Models for cooperation in cross-border mobility
- Toolbox for enterprises to implement sustainable mobility management
- Blueprint for training module on sustainable mobility management



RAILWAY LINE KARLSRUHE- RASTATT-HAGUENAU- SAARBRÜCKEN (DE-FR)



BASIC INFO

The rehabilitation of the cross-border East-West railway line North of Strasbourg is an urgently needed connection that goes beyond being a simple transport project: it is about achieving synergetic growth and sharing prosperity across borders by providing multimodal green mobility and connecting the Eurodistrict PAMINA to the European corridors.

BENEFITS

- Connecting > 2 million people potentially benefitting from the railway
- Connecting > 140 local businesses by allowing freight on the new railway
- Improving the labour market with already 16 000 cross-border workers
- Improving access to public services and local supplies

OBSTACLES

The rehabilitation depends on closing the financing gap because this missing link is not yet part of the TEN-T. However, it can only profit from CEF-funding when integrated into the TEN-T. Due to high investment costs, INTERREG A is not an option.

WEBPAGE

<https://www.eurodistrict-pamina.eu/UserFiles/File/transport-mobilite/dossier-missing-link-english.pdf>



REGION GRAND EST – CROSS BORDER MOBILITY (FR-BE-DE-LU)



BASIC INFO

The Grand Est region has the exceptional distinction of being bordered by four sovereign states. Two thirds of the population of the Grand Est live in a 50 km border strip. Daily transport infrastructure is therefore vital to connect the Grand Est region to the dynamism of the European backbone and bring it to the Île-de-France region. The State and the Region have jointly defined a strategy for all rail lines – existing and missing – that interconnect trans-European corridors.

BENEFITS

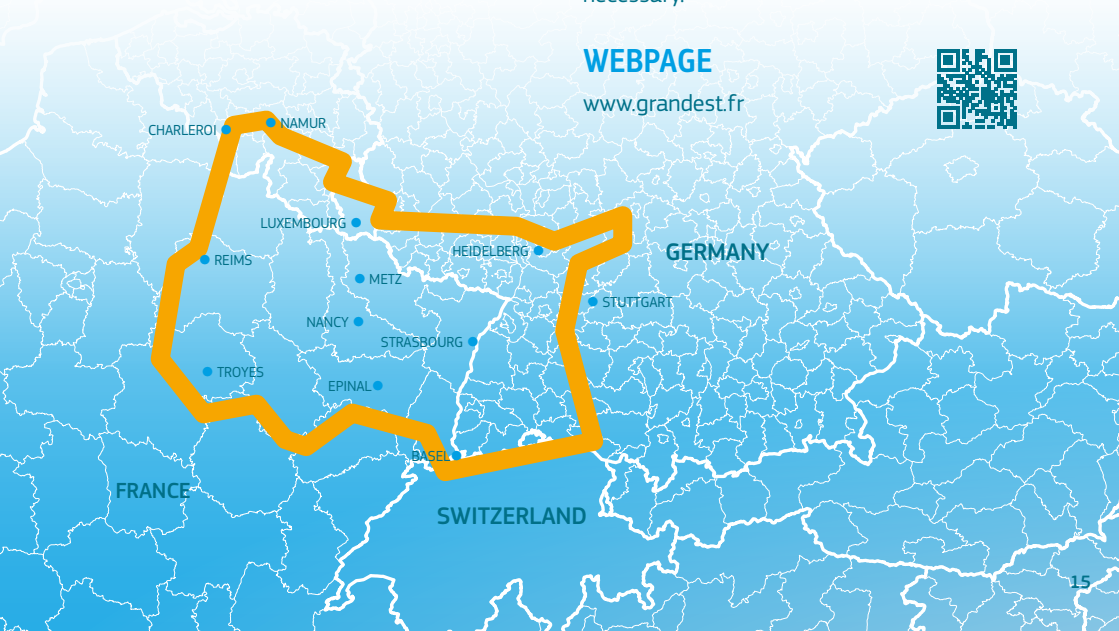
As part of its draft regional development, sustainable development and regional equality plan approved in December 2018, the Grand Est region highlighted its mobility strategy, in particular by setting out the list of priority transport infrastructure projects enabling it to enter its territory within the European Union's 360° accessibility dynamic.

OBSTACLES

The Grand Est region provides a connection between France and the entire Central European region, and in particular with Germany, the main partner of France. As a result, many of the axes that cross the region, even some of them seemingly secondary, are of national and European interest. However, this responsibility of the Grand Est region entails infrastructure needs that are disproportionate to its budget. Therefore, a substantial contribution from national and European budgets seems necessary.

WEBPAGE

www.grandest.fr



FIXED LINK PROJECT HELSINGØR- HELSINGBORG (DK-SE)



BASIC INFO

A strategic analysis of a fixed cross-border tunnel connection between Helsingør (DK) and Helsingborg (SE). The analysis explores the technical and financial feasibility of a road and rail connection. The project involves the Swedish Transport Administration, the Danish Transport, Construction and Housing Agency and the Danish Road Directorate.

BENEFITS

Improved connectivity between Sweden and Denmark in the Øresund cross-border region, binding the northern part of Europe better together. A fixed link between Helsingør and Helsingborg is also expected to provide a valuable “shortcut” from Stockholm and Oslo to the European mainland.

OBSTACLES

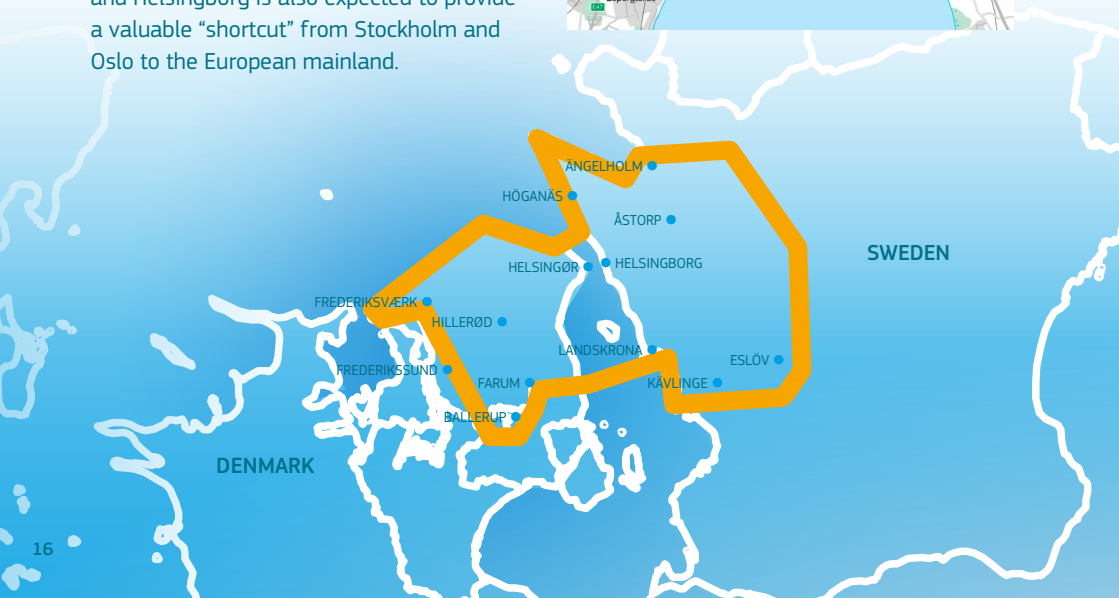
The strategic analysis is carried out to the requirement of the Danish as well as the Swedish administrative systems and therefore has to overcome the obstacles of differences in indicators, appraisal and traffic assessments.

WEBPAGE

DK: <https://www.vejdirektoratet.dk/side/en-fast-forbindelse-mellem-helsingor-og-helsingborg>



SE: <https://www.trafikverket.se/nara-dig/skane/vi-bygger-och-forbattrar/fast-forbindelse-mellan-helsingor-och-helsingborg/>



LÉMAN EXPRESS (CH-FR)



BASIC INFO

The aim is to create the connection (envisaged since 1912) between the Swiss and Haute-Savoie rail networks (16 km of new infrastructure), thus enabling the establishment of a cross-border RER network of 6 commercial lines covering 230 km of rail lines and serving 45 stations. This project required an investment of more than 1.5 billion euros on the Swiss side and around 240 million euros on the French side. Regarding the deployment of the network, the project promoters are the Swiss and French transport authorities in partnership with the rail operators (CFF and SNCF grouped within the joint structure Lëmanis).

BENEFITS

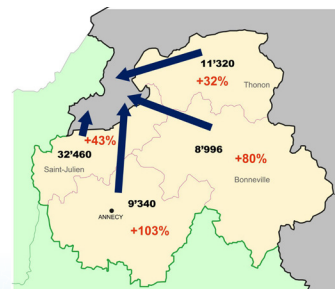
More than 50,000 users are expected to use the Léman Express network every day. This modal shift should allow a reduction in individual traffic in the Cantons and an improvement in the travel conditions of commuters (travel time, comfort, etc.).

OBSTACLES

The obstacles were many and varied: technical differences (electrification, safety rules, etc.), organisational differences (competences, level of requirement for operation, etc.), financial/pricing differences (subsidizing methods by the authorities, discount measures, etc.) and “cultural” differences (public transport practices, level of supply and quality, etc.).

WEBPAGE

www.lemanexpress.ch



LEO EXPRESS (DE-CZ-PL-SK)



BASIC INFO

Leo Express boosted the cross-border transportation by providing mobility services connecting the Czech Republic with Poland and Slovakia (trains and buses) and Ukraine, Austria, Germany (buses). In July 2018, Leo Express started operations on the Prague – Krakow railway route, becoming the first passenger commercial carrier on Polish railways.

BENEFITS

By launching a number of direct connections between the regions, Leo Express increased tourism, employment and business opportunities. As an example, we created a transportation hub and established offices in Bohumín, small town on the Czech-Polish border. The entire cross-border region now profits from the new transport options and employment opportunities. In December 2019 we will start new PSO (public service obligations) on Czech – Polish border bringing new opportunities to the region.

OBSTACLES

We have faced many political, regulatory and administrative barriers. National rules are historically created for the subsidized state-owned carriers. It is difficult to launch open access service as a new entrant. Will Single European Railway Area remain a dream despite the positive effects for passengers, regions and public budget?

WEBPAGE

www.leoexpress.com



LINHA DO MINHO (PT-ES)

FERROVIA 2020
PROJETAR PORTUGAL NA EUROPA

BASIC INFO

The modernization of the Minho railway line is part of a broader plan to modernize the Portuguese national railways, known as FERROVIA 2020. The line is located in the North of Portugal and connects the metropolitan area of Oporto to Galicia, in Spain. This modernization primarily aims to reduce travel times and transport costs, through electrification and capacity increase.

BENEFITS

The implementation of this project will bring about important environmental benefits, due to electric traction – Reduction of CO₂ emissions: – 300 million tonCO₂eq (until 2046), whilst 750m long freight trains will allow for a threefold increase in the capacity of the line: from 15 300m trains per day to 20 750m trains per day. Interoperability will also be improved and facilitated due to dual-gauge sleepers and signaling systems compliant with European standards.

OBSTACLES

At an administrative level, this project, as many major projects in the border region, suffered severe difficulties from the weakening of design and construction industries during the financial crises. At a technical level, it requires a permanent combination of works efficiency and keeping the line operational.

WEBPAGE

<http://www.infraestruturasdeportugal.pt/ferrovia-2020-0>



THE EURODISTRICT-BUS (DE-FR)



BASIC INFO

The Eurodistrict-BUS is a special regular bus service for French employees working in German companies which connects the cities of Erstein (F) and Lahr (D) since 2017. It has been introduced by the EGTC for a 3-year pilot phase to demonstrate the need and prepare a long-term solution. Partners are the Departement Bas-Rhin, the Canton of Erstein, the Region Grand Est and the Ortenaukreis.

BENEFITS

- Responding to the commuting needs across the border;
- environmental friendly solution.

EGTC as coordinator and as pilot enables French and German actors to build up together consistent solutions after the test phase. Without EGTC, such cooperation would not have been possible.

OBSTACLES

- No legal competence and no budget for cross border bus transports -> special regular service organised by the Eurodistrict during a test phase, associating all partners
- Combination of technical requirements of both countries

WEBPAGE

www.eurodistrict.eu



@eurodistrict

@EurodistrictStrasbourgOrtenau



©EURODISTRICT STRASBOURG-ORTENAU



TRANSFERMUGA (ES-FR)



BASIC INFO

TRANSFERMUGA is a project led by the EGTC Euroregion Nouvelle Aquitaine-Euskadi-Navarra aiming at improving cross-border mobility in collaboration with public administrations and transport authorities in our three regions. Thanks to the mobility assessment made in 2013, TRANSFERMUGA has since promoted cross-border transport through technical studies, passenger information improvement and institutional collaboration.

BENEFITS

TRANSFERMUGA offers a multilingual website displaying all transport offer and a cross-border route planner that has already been used by more than 700 000 users. Moreover, the project has contributed to create new cross-border urban bus lines and funded studies for future bus and rail connections.

OBSTACLES

Due to structural infrastructure and legal obstacles such as asymmetries on track gauge, signalling or rolling stock homologations, TRANSFERMUGA has focused on connecting the existing transport offer (joint tickets, timetable coordination), improving passenger information and fostering open data among transport authorities.

WEBPAGE

www.transfermuga.eu



CROSS BORDER PUBLIC URBAN MOBILITY PLAN (SI-IT)



BASIC INFO

- **WHY:** Identify a sustainable solution to the removal of the legal obstacles hindering the integration of the urban transport network operating in the EGTC GO territory.
- **WHERE:** Gorizia (IT) Nova Gorica (SLO)
- **WHAT:** To create an urban international bus line between the two cities
- **WHO:** EGTC GO, APT and NOMAGO (Italian and Slovenian transport company), GOLEA, Friuli Venezia Giulia Autonomous Region, Ministry of infrastructure of the Republic of Slovenia

The financial support to analyse cross-border obstacles was granted by B-solutions.

BENEFITS

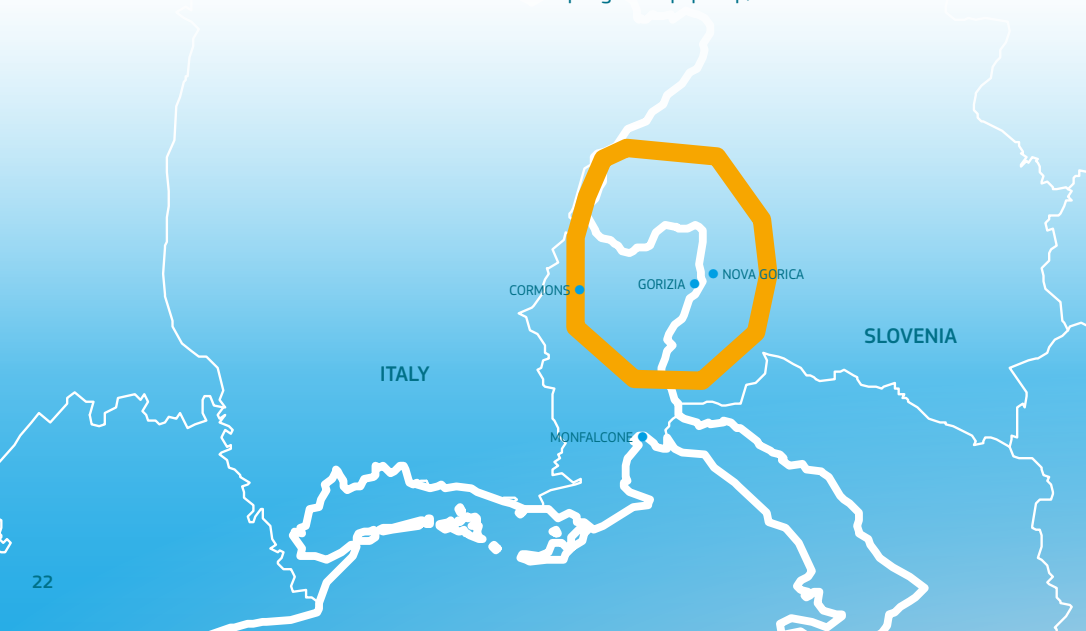
- Public spending reduction and life quality improvement
- Strengthening the territorial integration process
- Ensuring the respect of the EU freedom of movement principle
- Creating a transferable and replicable best practice
- Boosting tourism

OBSTACLES

- **Legal Obstacle:** EC Regulation 1073/2009 on common rules for access to the international market for coach and bus services: restrictions on cabotage operations
- **Funding obstacles:** in Italy bus ticket is paid while in Slovenia it is free
- **Language obstacles:** different languages and an inadequate information system

WEBPAGE

<https://euro-go.eu/it/programmi-e-progetti/progetto-cp-pump/>



CROSS BORDER BUS FOR EUROCITIZENS – CHAVES-VERÍN (PT-ES)



BASIC INFO

The Eurocity of Chaves-Verín EGTC, in collaboration with the regional transport authorities and supported by EU funds, has launched the “Cross-Border BUS for Eurocitizens,” a new initiative to link the neighbouring cities of Chaves in northern Portugal and Verín across the border in Spain, fostering deeper territorial cooperation and social cohesion.

BENEFITS

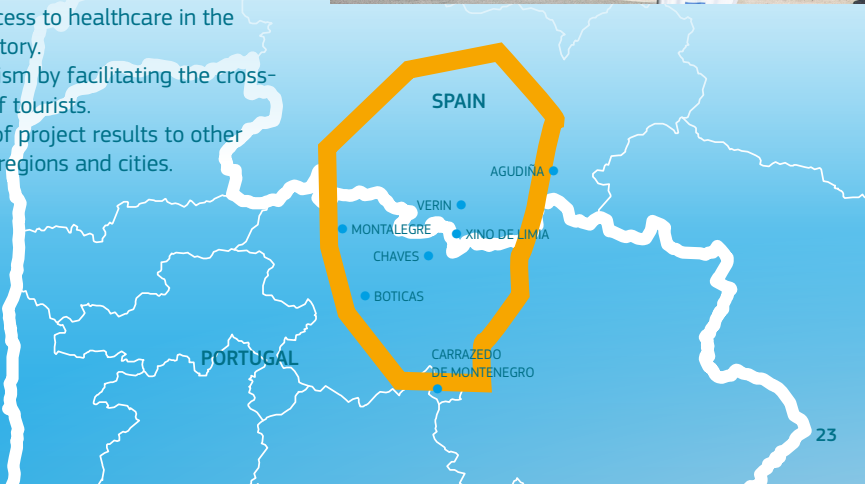
- Connecting the Eurocity while improving citizen participation.
- Giving access to the eurocitizens (55k inhabitants) to a wide range of joint cultural, sports and training activities on both sides of the border.
- Vertebrate the north-south inner axis of the Galicia-Northern Portugal Euro-Region.
- Increasing cross-border labour mobility.
- Improving access to healthcare in the common territory.
- Promote tourism by facilitating the cross-border flow of tourists.
- Transferring of project results to other cross-border regions and cities.

OBSTACLES

- Competition of transport competences between several public administrations.
- Absence of cross-border coordination in the planning and provision of passenger transport services.
- Insufficient knowledge of the administration of the legal framework for cross-border cooperation and its potential in relation to the management of public transport services.
- Article 15 of Regulation (EC) No 1073/2009 of 21 October 2009 establishing common rules for access to the international market for coach and bus services, which excludes cabotage in urban conurbations such as the Eurocity.
- The absence of a specific European regime for cross-border transport services.

WEBPAGE

www.eurocidadechavesverin.eu



MI-CO-TRA CROSS-BORDER RAIL SERVICE (AT-IT)



BASIC INFO

In June 2012, the Autonomous Region of Friuli Venezia Giulia and the Land of Carinthia, through the carriers Ferrovie Udine Cividale and OBB, in full compliance with EU transport legislation, jointly activated a service based on two pairs of trains, which provide a cross-border rail link between the central stations of Udine and Villach and that thanks to the excellent results achieved (in terms of passengers, transported bicycles and customer satisfaction) has continued over the time.

BENEFITS

A re-established cross-border rail link between Friuli Venezia Giulia and Austria has improved the connections in the mountain area and the longer distance connections (through connections in the railway nodes of Villach and Udine) with Vienna and the major Italian cities. It has also improved the connection with the Alpe Adria cycle route (one of the most popular and beautiful routes of Europe).

The success of this service is in fact to be attributed to the explosion of cycling mobility even over long distances, along the Alpe Adria cycle route and to the nature of bike friendly service.

OBSTACLES

The initial difficulty of finding the agreement between the two railway operators (Austrian railways OBB and Ferrovie Udine Cividale) was overcome, after careful negotiation, with the signing of a specific agreement between the two operators who collaborated by joining the rolling stock (locomotive, wagons and staff) and starting a unique and fruitful experience.

WEBPAGE

<http://www.ferrovieudinecividale.it/mi-co-tra-villach-udine-trieste/>



EUREKARAIL RAILWAY NETWORK (DE-NL-BE)

eureka*rail*

BASIC INFO

Germany, the Netherlands and Belgium have long been important trading partners with excellent relations between them. More and more people are crossing the border but there are plenty of examples that illustrate the poor connections between the different rail networks. This could be solved with some fairly simple measures that would have major benefits for travellers. EurekaRail therefore strives to realise fast, 'unlimited' (intercity) rail connections.

BENEFITS

- Faster travel, without hassle: Improving the rail lines and scheduling high-speed trains
- Better for the environment: Travel by train is by far preferable to travel by car when it comes to reducing CO₂ emissions
- Economic growth: Eliminating the mobility bottlenecks would connect the important economic centres of the region.
- Knowledge and cultural exchange: Universities and other knowledge institutions would be able to work more closely together

OBSTACLES

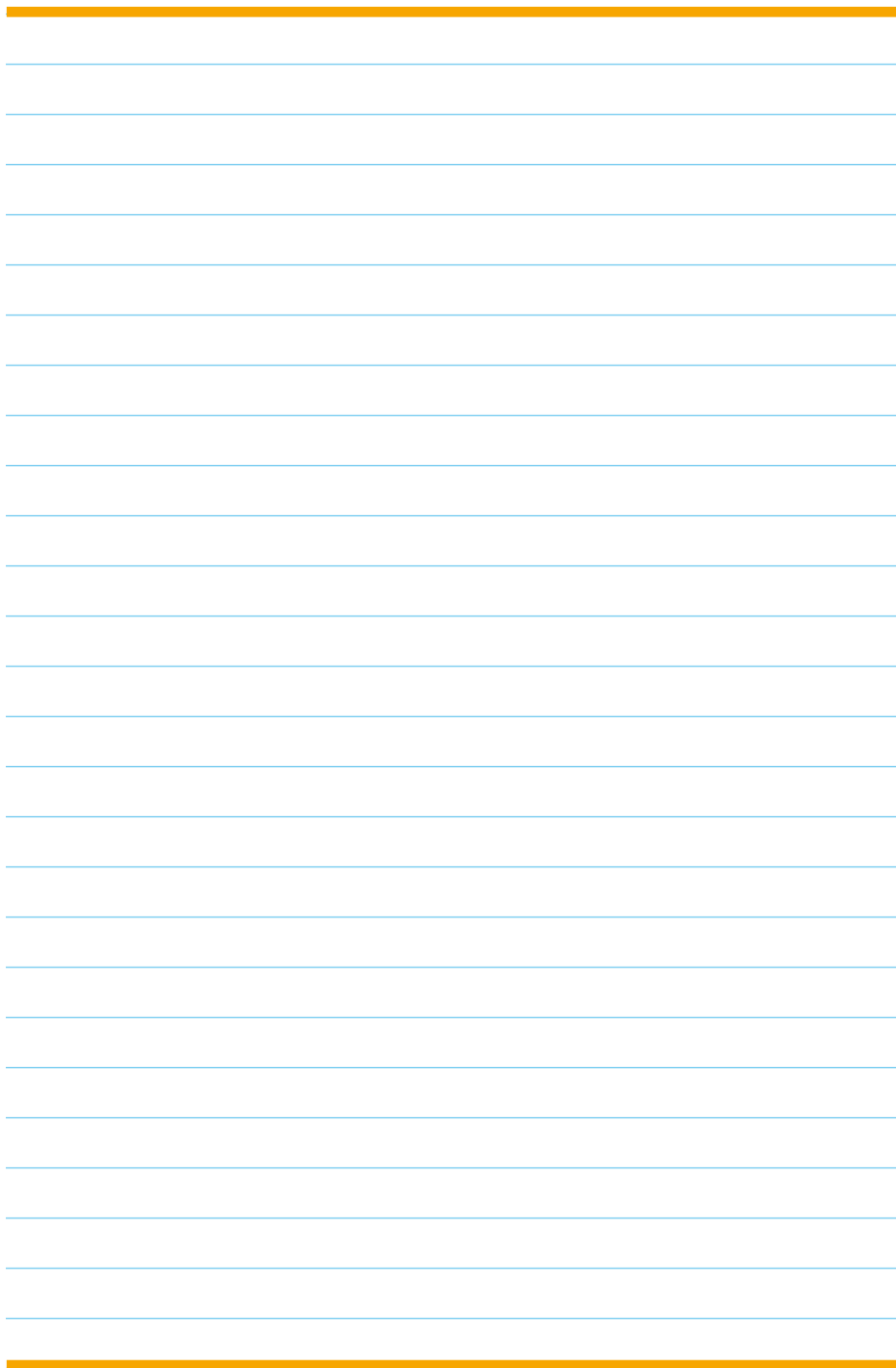
EurekaRail strives to identify and remove the bottlenecks that impede fast and unlimited train travel. This train is back on the rails, and it is picking up speed: Eliminating these bottlenecks through the realisation of high quality fast rail connections will only create win-win situations.

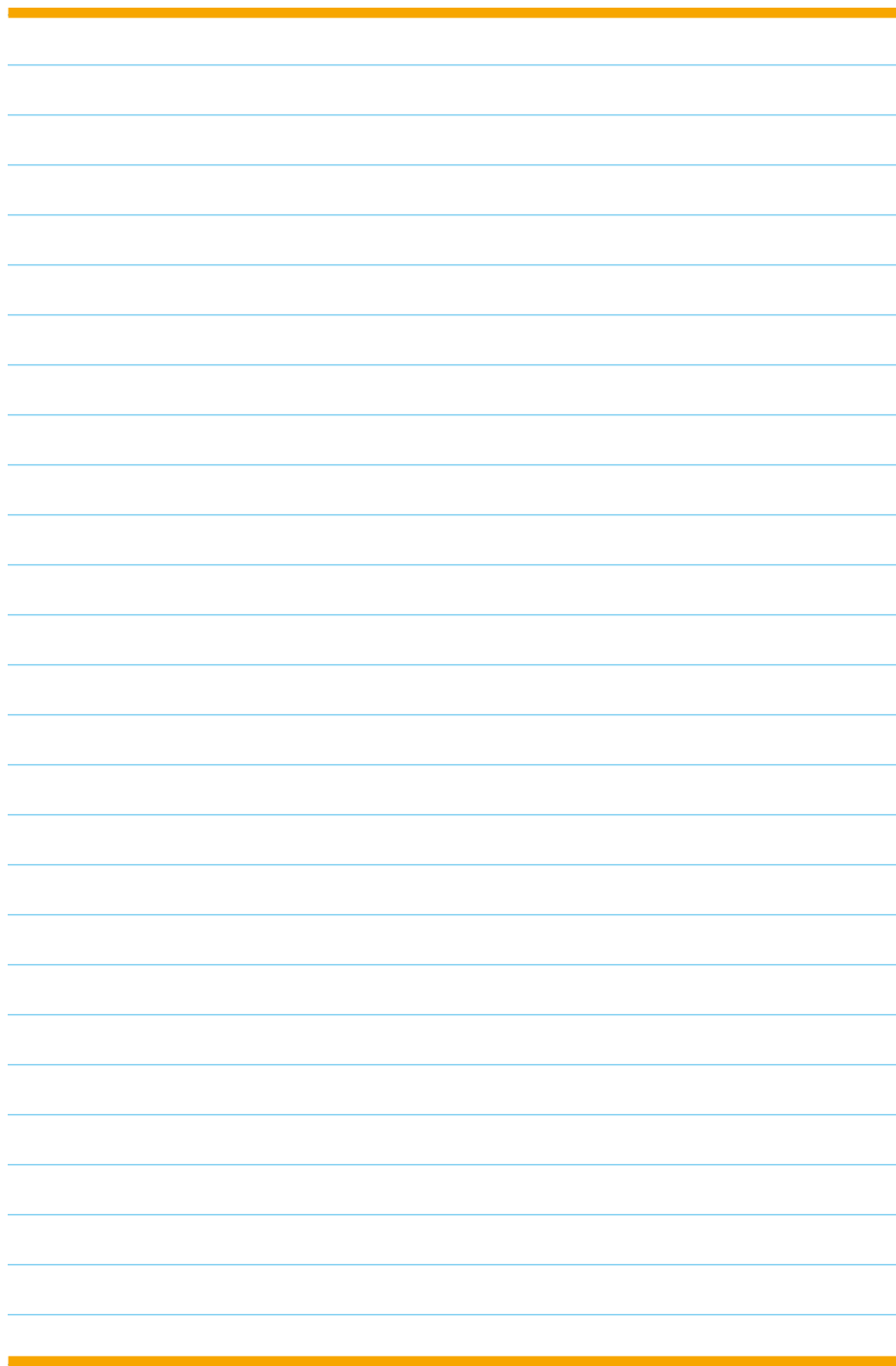
WEBPAGE

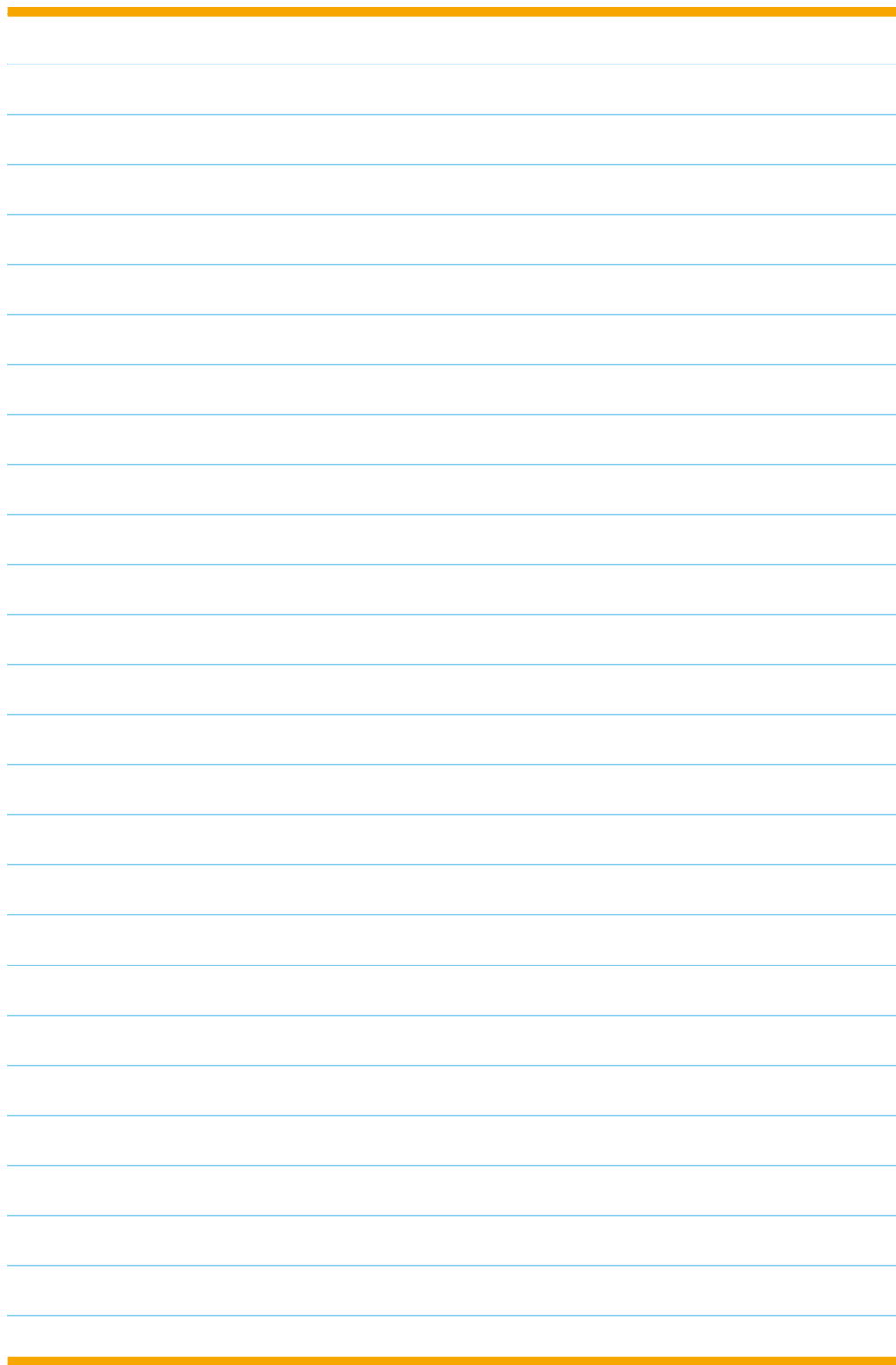
<https://eurekarail.net/>

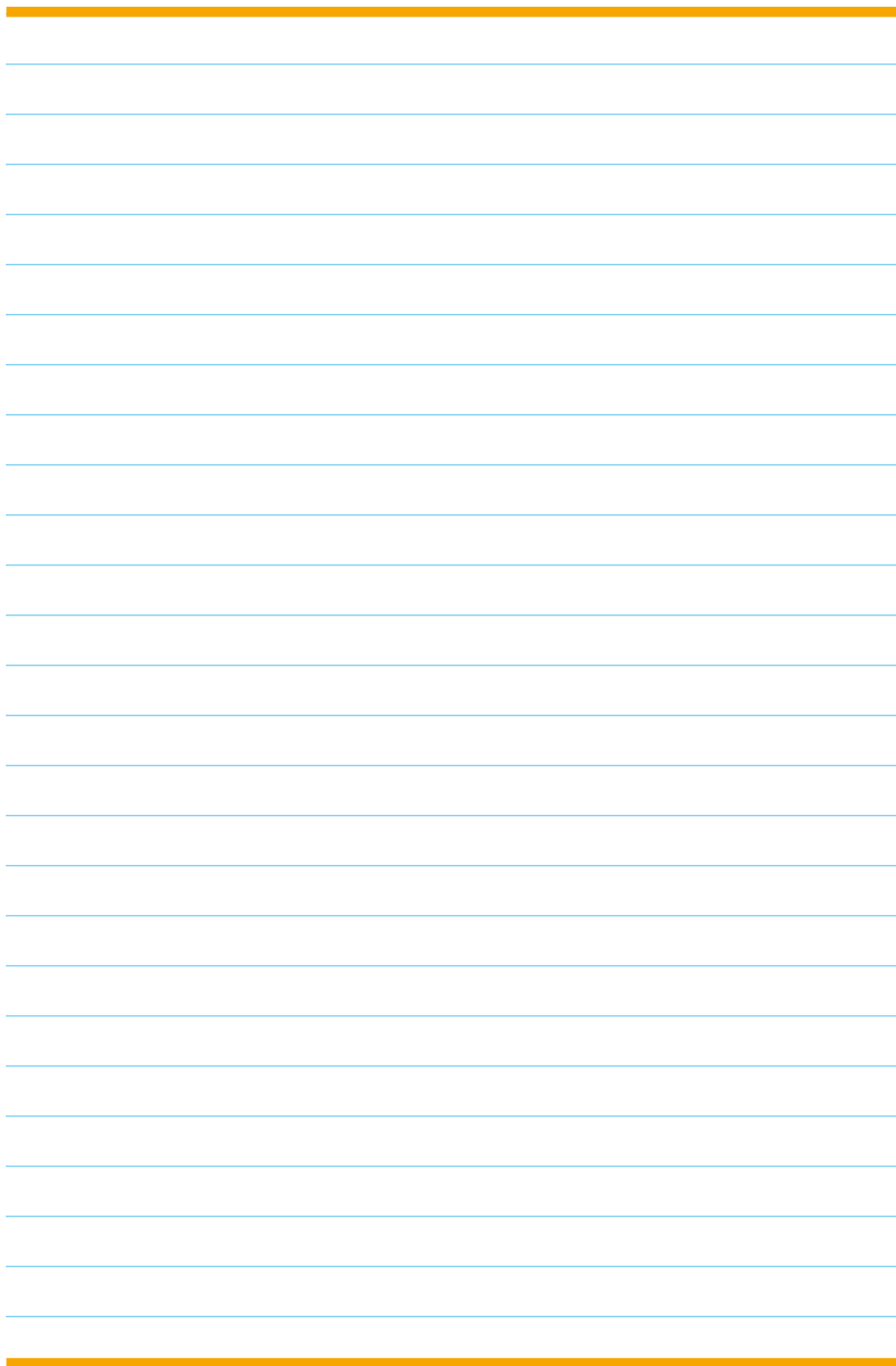


NOTES









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