



CE0200733

TRANS-BORDERS+

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A - Project identification

A.1 Project identification

Project ID (automatically created)	CE0200733
Name of the lead partner organisation	Sächsisches Staatsministerium für Wirtschaft, Arbeit und Verkehr
Name of the lead partner organisation (in English language)	Saxon State Ministry for Economic Affairs, Labour and Transport
Project title	Innovative mobility solutions to enhance the attractiveness of public transport in border regions
Project acronym	TRANS-BORDERS+
Programme priority	Cooperating for a better connected central Europe
Programme priority specific objective	S03.1: Improving transport connections of rural and peripheral regions in central Europe
Project duration (nr. of months)	30

A.2 Project summary

Please give a short overview of the project and describe:

- the common challenge of the programme area your project is tackling;
- the overall project objective and the expected change your project will make to the current situation;
- what is innovative about your project;
- the main outputs and results your project will develop and who will benefit from them;
- the implementation approach you plan to take and why transnational cooperation is needed.

Connectivity at the cross-border level is a critical location factor ensuring the economic prosperity and cohesion of Central Europe. While connections between major urban hubs are usually guaranteed, the same cannot be stated when it comes to peripheral areas such as border regions. About 30 % of the EU population lives in internal border regions. Welfare in these regions is significantly influenced by connectivity and accessibility on either side of the border.

The project will address these issues through the joint development of pilot actions and solutions in the fields of cross-border open traveller information systems as well as the implementation of concepts for smart public transport stops and services that are dedicated to the conditions of rural and peripheral areas.

Partners from two border regions – one linking Germany, the Czech Republic, and Poland and one in connection with Austria, Slovenia, and Italy – have teamed up to address the mentioned topics. The project builds on selected results of the Central Europe project TRANS-BORDERS.

First, the project focuses on the digitalization of public transport services and aims to introduce innovative digital solutions such as open journey planners (OJP) in the participating regions. This approach goes beyond existing practice as it aims to introduce these digital solutions across

borders, thereby enabling attractive cross-border public transport such as demand-responsive and flexible passenger services.

Second, based on the results and findings of the activities in terms of travel information systems, the project will elaborate concepts for the upgrade of conventional public transport stops in rural areas to modern mobility points with modules for corresponding service offers and the integration of OJP functionalities. The concept is planned to be implemented in a first step with selected pilots in both border regions and in a second step - based on the evaluation of the pilots - with planning and funding applications for a roll-out on a wider scale, using external financing sources.

Third, the project will demonstrate attractive and demand-oriented mobility services in border areas through the implementation of a set of pilots, which combine the functionality of OJP with the integration in state-of-the-art mobility points (as upgraded bus stops) and combination with new bus services improving the connectivity of the border regions to urban nodes and main EU transport corridors.

The project will adopt relevant solutions that will help to produce, in the medium and long term, significant changes in the development of new forms of sustainable and multimodal mobility, at cross-border and transnational levels, supporting the development of cross-border public transport services, thus benefiting both the entire Programme Area and the related macro-regional strategies implementation.

Regional Action Plans will outline tailored measures to achieve project objectives, considering the unique needs and challenges of both border regions as well as representative conditions in other CE border areas. They guide the implementation of digital solutions in cross-border public transport and stop transformation, promoting collaboration among project partners, stakeholders, and regional authorities also beyond the project lifetime.

In summary, this integrated project approach is innovative as it addresses the identified challenges and needs in the public transport sector in peripheral areas through the cross-border cooperation of relevant partners and decision-makers, the introduction of innovative digital solutions, improved public transport services infrastructure and services - both as concepts and as pilots. Transnational cooperation in the project will build on various levels of experience and good practices in the mentioned thematic fields. Accordingly, the existing synergies and the planned collaboration will - compared to bilateral cooperation only - result in increased capacities of the participating regions to develop and implement sustainable transport and mobility services in border areas. This will also improve the coordination between transport stakeholders and the access of regions to the main transport corridors and nodes. The planned pilot actions will demonstrate the feasibility of novel approaches. The planned investment preparation actions are expected to provide a valuable basis for the transfer of the planned instruments. This proceeding is expected to provide a transferable solutions such as cross-border OJP, a modular concept for mobility points, and solutions for flexible bus operation connecting peripheral border regions with urban nodes and EU transport corridors. By making cross-border public transport more attractive to commuters and tourists, these solutions will contribute to both socioeconomic cohesion and climate protection in border regions.

A.3 Project partner overview

Partner Number	Status	Name of the organisation in English	Partner role in the project	Country (NUTS 2)	Partner total eligible budget
1	Active	Saxon State Ministry for Economic Affairs, Labour and Transport	LP	Deutschland (DE)	444000.00
2	Active	Transport association Upper Lusatia-Lower Silesia	PP	Deutschland (DE)	296920.00
3	Active	KORID LK	PP	Česko (CZ)	186600.00
4	Active	RDA Koroška, the Regional Development Agency for Koroška	PP	Slovenija (SI)	182826.00
5	Active	Transport Association Carinthia	PP	Österreich (AT)	296310.40
6	Active	Soča Valley Development Centre	PP	Slovenija (SI)	198900.00
7	Active	Office of the Carinthian Government – Department 7 Economy, Tourism and Mobility	PP	Österreich (AT)	135532.00
8	Active	Autonomous Region Friuli Venezia Giulia	PP	Italia (IT)	292300.00
9	Active	AustriaTech	PP	Österreich (AT)	149100.00
10	Active	Republic of Slovenia, Ministry of Infrastructure	PP	Slovenija (SI)	149661.00

A.4 Project budget overview

Funding source	Programme funding			Contribution			Total eligible budget
	Funding amount	Co-financing rate (%)	Automatic public contribution	Public contribution	Private contribution	Total partner contribution	
ERDF	1,865,719,52	80,00 %	58,460,00	407,959,88	0,00	466,429,88	2,332,149,40
Total EU funds	1,865,719,52	80,00 %	58,460,00	407,959,88	0,00	466,429,88	2,332,149,40
Total eligible budget	1,865,719,52	80,00 %	58,460,00	407,959,88	0,00	466,429,88	2,332,149,40

A.5 Project outputs and result overview

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
Strategies and action plans jointly developed	3,00	strategy /action plan	Output 1.1	Transnational strategy on improvement of public transport in border regions	1,00	Joint strategies and action plans taken up by organisations	0,00	3,00	joint strategy /action plan
			Output 1.2	Cross-Border Transport Enhancement Initiative	2,00				
Organisations cooperating across borders	19,00	organisations	Output 1.3	Stakeholder working groups	19,00	Organisations cooperating across borders after project completion	0,00	15,00	organisations
			Output 2.3	Cross-border travel information service based on QJP in the cross-border region AT/S/IT	1,00	Solutions taken up or up-scaled by organisations	0,00	4,00	solutions
			Output	Cross-border travel	1,00				

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Baseline	Result indicator target value	Measurement unit
Projects supporting cooperation across borders to develop urban-rural linkages	1,00	projects	3.4	New cross-border bus service on public transport	1,00			
			1.4	Enhanced Cross-Border Cooperation and Mobility in Peripheral Areas	1,00			

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Baseline	Result indicator target value	Measurement unit
Pilot actions developed jointly and implemented in projects	4,00	pilot actions	2.4	Information service based on OUP in the cross-border region DE/CZ	1,00			
			3.2	Smart bus stop toolbox	1,00			
			3.3	Solution for PT services in border regions	1,00			
			2.1	Improved digital cross-border travel information for Public Transport passengers in the pilot area AT/SI/IT	1,00			
			2.2	Improved digital cross-border travel information for Public Transport passengers in the pilot area DE/CZ	1,00			
			3.1	Innovative bus stop infrastructure	1,00			

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B.1 Project partner 1

B.1.1 Partner Identity

Partner number

1

Partner role

LP

Name of the organisation in original language

Sächsisches Staatsministerium für Wirtschaft, Arbeit und Verkehr

Name of the organisation in English

Saxon State Ministry for Economic Affairs, Labour and Transport

Abbreviated name of organisation

SMWA

Department / unit / division

Division 52 Public Transport

B.1.2 Partner main address

Country (NUTS 0)

Deutschland (DE)

Region (NUTS 2)

Dresden (DED2)

NUTS 3

Dresden, Kreisfreie Stadt (DED21)

Street, House number, Postal code, City

Wilhelm-Buck-Strasse 2
01097 Dresden

Homepage

www.smwa.sachsen.de

Address of department / unit / division (if applicable)

Country (NUTS 0)

Deutschland (DE)

Region (NUTS 2)

Dresden (DED2)

NUTS 3

Dresden, Kreisfreie Stadt (DED21)

Street, House number, Postal code, City

Wilhelm-Buck-Str. 2
01097 Dresden

B.1.3 Legal and financial information

Type of partner

Regional public authority

Subtype of partner

Public

Legal status

0.84.1

Sector of activity at NACE group level

80

Co-financing rate (%)

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B.1.3 Legal and financial information

VAT number (if applicable)

DE286927129

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

942286616

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

The project's lead partner is the Saxon State Ministry for Economic Affairs, Labour, and Transport (SMWA), represented by the public transport division. This division is – among other topics – responsible for strategic planning (including financing) of cross-border public transport connections with the neighbouring regions in the Czech Republic and Poland. Due to the complexity of related issues, a particular focus is placed on the provision of sustainable mobility solutions in the border triangle of Saxony (DE), Lower Silesia (PL), and Liberec region (CZ). On the Saxony side, internal and cross-border transport is jointly planned and implemented with the transport association VON – one out of five Saxon transport associations – which is also responsible for the tendering process of the public transport services by rail as well as for timetables and passenger information systems. Accordingly, VON will also be a partner in the project (PP 2).

The SMWA is also responsible for implementing Saxony's 2030 digitalisation strategy. The ongoing implementation of this strategy provides sufficient conditions for linking digitalisation and mobility. In addition to securing existing transport services, productive infrastructures are essential for the mobility transition towards environmentally friendly public transport. Saxony is already creating the conditions for this and supporting the responsible authorities and transport companies through the state investment programme for public transport. The associated partner VVO, one of the five transport associations in Saxony, is responsible for coordinating all static and dynamic data for public transport in the Free State of Saxony. As part of the German programme to phase out coal mining, the SMWA coordinates structural measures in the Free State of Saxony. As part of this programme, the regional development agency ENO was founded for the Lausitz region. ENO will participate in the project as an associated partner. The partners VON and ENO have jointly developed approaches for an initiative

11

12

B.1.6 Partner motivation, expertise and contribution

called "Haltestelle der Zukunft" (Public transport stop of the future) for the rural Lausitz region bordering on the Czech Republic and Poland. This initiative will be the basis for the concepts and pilots in this field in WP 3.

What is the role and involvement (contribution and main activities) of your organisation in the project?

According to its thematic responsibilities, the SMWA will be active in all three work packages related to the geographical area of Saxony and will be in charge also for coordination of content and management related activities with all pp. In addition, the SMWA will lead work package 1, which deals with the sustainable involvement and participation of stakeholders. In WP1, the SMWA will ensure the thematic coherence of the project work and results. Furthermore, the SMWA will use its connections and expertise to initiate cross-border processes that enable improved cooperation for the future tasks of digitalisation and demographically friendly cross-border public transport. Topics like climate change, transnational cooperation in order to create sustainable and environmentally friendly solutions for the economy and population in border regions. In WP2, the SMWA will strengthen its commitment to implement OJP solutions for public transport with neighbouring Czech regions and explore possibilities for enable the adjacent Polish region of Lower Silesia to join the planned OJP solution in the near future. In the best case, first tangible steps can be expected already during the project lifetime. The current lack of basic prerequisites on the Polish side for the OJP approach has prompted the SMWA to associate the Lower Silesian Marshal's Office UMWD as a partner. The experiences gained from the German-Czech OJP will be made available to the relevant Polish institutions. In WP 3, SMWA, together with partners VON and KORID, will continue the process of developing the concept "Haltestellen der Zukunft" (Public transport stops of the future) for dedicated application in the Saxon-Czech border region, also considering the framework conditions on the Polish side. Several types of stops in the eastern German-Czech border region will be developed as modular pattern to expand their functional performance, such as multimodality, integration of tourist offerings, connection to daily necessities, bike and car sharing etc. Together with partners VON and KORID, as well as the associated partner ENO, model stations developed will be built through further funding (leverage effect).

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

Approximately one-quarter of the SMWA project budget will be allocated to staff costs, i.e. internal staff resources of the ministry for both projects administration and content-related work. All further activities will be subcontracted in a tender.

SMWA will fulfill the role of the financial manager and the communication manager in the project.

The LP will be responsible for communication for the whole project and in detail for WP1. LP will be supported by PP8 (FVG) in communication for WP 2+3 contents and results.

The transport division of the SMWA, including the contact person, has comprehensive experience in the preparation, implementation, and management of Interreg/Central Europe projects. It was the lead partner of the projects QUALIST (2010 to 2013) and TRANS-BORDERS (2017 to 2020).

B.1.7 Budget

Partner budget options

Percentage

Office and administration flat rate based on direct staff costs

15%

Travel and accommodation flat rate

5%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source

Percentage

ERDF

355.200,00

80,00 %

Partner contribution

88.800,00

20,00 %

Partner total eligible budget

444.000,00

100,00 %

Origin of partner contribution

Source of contribution

Legal status

Amount

% of total partner budget

SMWA

Public

88.800,00

20,00 %

Contribution

Sub-total public contribution

88.800,00

20,00 %

Sub-total automatic public contribution

0,00

0,00 %

Total

0,00

0,00 %

Total eligible budget

88.800,00

20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?

No

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

No

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

No

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 2

B.1.1 Partner Identity

Partner number	2
Partner role	PP
Name of the organisation in original language	Verkehrsverbund Oberlausitz-Niederschlesien GmbH
Name of the organisation in English	Transport association Upper Lusatia- Lower Silesia
Abbreviated name of organisation	VON
Department / unit / division	Transport

B.1.2 Partner main address

Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Dresden (DED2)
NUTS 3	Bautzen (DED2C)
Street, House number, Postal code, City	Rathenauplatz 1 02625 Bautzen
Homepage	www.zvon.de

Address of department / unit / division (if applicable)

Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Dresden (DED2)
NUTS 3	Bautzen (DED2C)
Street, House number, Postal code, City	Rathenauplatz 1 02625 Bautzen

B.1.3 Legal and financial information

Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.49.31
Co-financing rate (%)	80
VAT number (if applicable)	DE242649861

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

The Zweckverband Verkehrsverbund Oberlausitz Niederschlesien (ZVON) was founded on 1995 and is a corporation under public law. The area covered by this transport association covers the eastern district of Bautzen and the entire district of Görlitz. In addition to the districts, the association also includes the city of Görlitz. The Verkehrsverbund Oberlausitz-Niederschlesien GmbH (VON GmbH) was founded on July 1, 2005 to fulfil the tasks assigned by the regional authorities.

VON is responsible for planning, ordering and financing the regional passenger railway transportation in the Saxon region Upper Lusatia/Lower Silesia. VON is in charge for coordinating the regional and local public passenger transportation between local railway and bus transportation plans in the VON region.

VON is the contracting authority for the regional transportation plan and is responsible for the fulfilment of the tasks of the plan. VON is organizing the interface with the local public transportation systems in the neighbouring regions in the German States Saxony and Brandenburg and with the neighbouring regions in Poland and in the Czech Republic.

VON developed common transport offers and tariffs to be arranged with the Czech and Polish neighbours. An essential challenge for VON is to attract more people to use local public transportation caused by better harmonization of the railway and bus timetables by improving the infrastructure and by common tariffs and ticketing, especially in border regions.

VON has comprehensive experience in Interreg projects, including the previous CE project TRANS-BORDERS.

What is the role and involvement (contribution and main activities) of your organisation in the project?

B.1.6 Partner motivation, expertise and contribution

The region in which VON operates is massively affected by the structural change caused by the legally mandated phase-out of coal mining. The ongoing structural change in the Lausitz region offers many opportunities for the transformation of the region, including public transport. During this phase of structural change, representatives of public institutions pay close attention to the involvement of the adjacent regions of the Czech Republic and Poland, for example, in regional planning and transport concepts. The participation of our partner KORID and the associated partners EON and UMWG is of particular importance to VON. Together with them, we can make a transnational contribution to achieving project goals. The idea for the current project proposal emerged from the previous project TRANS-BORDERS, which focused on the topic of modern bus stops in Carinthia. As part of the regional project initiative "Public transport stop of the future," numerous approaches were developed. It was identified that accessibility is not the only criterion but stops in the future should also have functions for multimodality, digitisation, basic services, and tourism. Specifically for the cross-border region, stops should not only offer bilingual services but should also have infrastructure that is coordinated with each other and offers beyond the border should be available to all target groups. This leads to specific requirements that cross-border cities and municipalities, operators, and planners must develop together. VON and its partners in TRANS-BORDERS+ will undertake this task and bring stops to the construction and application phase. Funding applications for the construction of these modern stops will be developed through TRANS-BORDERS+.

There is currently no solution for the exchange of dynamic data for travel information services between Saxony and the Czech Republic. The causes are of different natures and will be addressed as a pilot project in the Lausitz and Liberec regions. The associated partnership between VVO (coordinator for travel information data in Saxony) and SMWA will enable VON to transfer the solution to other border regions between Saxony and the Czech Republic. An OJP (Open Journey Planner) can then be used to provide information for all border regions between Saxony and the Czech Republic. Based on an OJP, the highly successful cross-border Euro-Neisse-Ticket can be further developed digitally. At the same time, efforts are being made to define the requirements for an OJP for our joint tri-border area DE/PL/CZ for our Polish colleagues, who do not currently have the basic prerequisites for establishing an OJP. This will also be our contribution to formulating future tasks in our regional action plan, namely, to modernise and develop sustainable and environmentally friendly public transport in the context of digitalisation and structural change, together with our Czech and Polish partners.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options

Office and administration flat rate based on direct staff costs

Travel and accommodation flat rate

The partner budgets overview table can be separately exported as an Excel file

Percentage

15%

5%

B.1.8 Cofinancing			
Source	Amount	Percentage	
ERDF	237.536,00	80,00 %	
Partner contribution	59.384,00	20,00 %	
Partner total eligible budget	296.920,00	100,00 %	
Origin of partner contribution			
Source of contribution	Legal status	Amount	% of total partner budget
VON	Public	59.384,00	20,00 %
Contribution			
Sub-total public contribution		59.384,00	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Total		0,00	0,00 %
Total eligible budget		59.384,00	20,00 %
State Aid			

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?

No

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

No

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an

No

B. Does the partner and/or any third party receive a selective advantage within the project?

advantage through activities carried out by the partner within the project?

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 3

B.1.1 Partner Identity

Partner number	3
Partner role	pp
Name of the organisation in original language	KORID LK, spol. s r.o.
Name of the organisation in English	KORID LK
Abbreviated name of organisation	KORID
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Česko (CZ)
Region (NUTS 2)	Severovýchod (CZ05)
NUTS 3	Liberecký kraj (CZ051)
Street, House number, Postal code, City	U Jezu 642/2a 46180 Liberec
Homepage	www.lidol.cz

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	

Street, House number, Postal code, City

B.1.3 Legal and financial information

Type of partner	Other
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.49.39
Co-financing rate (%)	80
VAT number (if applicable)	CZ27267351

Other identifier number (if VAT number is not

B.1.3 Legal and financial information

available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

KORID as the coordinator of public transport in the Liberec region (Northern CZ) is an interface between Liberec regional government, transport companies, and passengers. Liberec Regional Government is ordering the regional bus and train service. Four cities in the Liberec region are demanding their Municipal public transport. KORID is responsible for preparing the timetables, tariff, dispatching, controlling, and evaluation and statistics of regional bus and train service and coordinating it with the municipal public transport service and with the regional service of neighborhoods region (3 other CZ Region, Upper Lusatia in Saxony and Lower Silesia in Poland). KORID is also a partner for road and rail infrastructural managers and their plan for improving the network (reconstructions of the road and rail, bus stops and rail stations, traffic signs, etc.). KORID regularly elaborates on the compulsory four years Transport service plan and other connected documents as The strategy for the seasonal tourism public transport service. KORID cooperated on the SUMF of Liberec-Jablonec nad Nisou agglomeration or on the Spatial Plan of the Liberec region and the Spatial plans of local municipalities. On the national level, KORID comments and contributes to national strategies. For example, the aim to establish a joint open web interface for travel data carried by the Czech Ministry of Infrastructure.

KORID has comprehensive experience in Interreg projects, including the previous CE project TRANS-BORDERS.

What is the role and involvement (contribution and main activities) of your organisation in the project?

KORID, the creator of primary travel data and tariffs for Liberec regional public transport, recognizes the need for seamless data presentation across national borders. National IT solutions often pose compatibility challenges. To ensure a familiar user experience, KORID aims to present the data through popular applications commonly used by passengers in the project area countries. KORID will

Contribution			
Sub-total public contribution	37 320,00	20,00 %	
Sub-total automatic public contribution	0,00	0,00 %	
Total	0,00	0,00 %	
Total eligible budget	37 320,00	20,00 %	
State Aid			
B.1.9 State Aid information (Partner self-check)			
A. Is the partner involved in economic activities within the project?			
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No		
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No		
B. Does the partner and/or any third party receive a selective advantage within the project?			
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No		
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No		
C. State aid relevant activities (select from drop-down menus based on C.4 entries)			
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)			

B.1.6 Partner motivation, expertise and contribution			
collaborate with PP9 ATE, leading the Open Journey Planner (OJP) initiative, to establish a specific public transport IT environment in the Czech Republic.			
Drawing from previous experiences in the TRANS-BORDERS project (CE973), KORID, in partnership with VON and SMWA, will analyze the current state of bus stop facilities in the CZ/DE project area. Cooperation with associated partner Związek Gmin Ziemi Zgorzeleckiej will extend the analysis to the six Polish municipalities bordering the Liberec region (CZ) and Upper Lusatia (Saxony, DE). Building on this analysis, KORID, together with project partners from Austria and Slovenia, will continue developing the concept of the "Station of the Future". A toolbox for stakeholders, including municipal authorities and industry professionals, will be created, incorporating best practices and innovative approaches to enhance the passenger experience through the integration of new technologies. A pilot implementation in the Czech project area will serve as a potential model for future deployment.			
KORID will be part of the Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals.			
If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.			
B.1.7 Budget			
Partner budget options		Percentage	
Staff costs flat rate		20%	
Office and administration flat rate based on direct staff costs		15%	
Travel and accommodation flat rate		7%	
The partner budgets overview table can be separately exported as an Excel file			
B.1.8 Cofinancing			
Source	Amount	Percentage	
ERDF	149 280,00	80,00 %	
Partner contribution	37 320,00	20,00 %	
Partner total eligible budget	186 600,00	100,00 %	
Origin of partner contribution			
Source of contribution	Legal status	Amount	% of total partner budget
KORID	Public	37 320,00	20,00 %

B.1 Project partner 4

B.1.1 Partner Identity

Partner number

4

Partner role

PP

Name of the organisation in original language

RRA Koroška, regionalna razvojna agencija za Koroška regijo, d. o. o.

Name of the organisation in English

RDA Koroška, the Regional Development Agency for Koroška

Abbreviated name of organisation

RRA Koroška

Department / unit / division

B.1.2 Partner main address

Country (NUTS 0)

Slovenija (SI)

Region (NUTS 2)

Vzhodna Slovenija (SI03)

NUTS 3

Koroška (SI033)

Street, House number, Postal code, City

Meža 10
2370 Dravograd

Homepage

www.rra-koroska.si

Address of department / unit / division (if applicable)

Country (NUTS 0)

Region (NUTS 2)

NUTS 3

Street, House number, Postal code, City

B.1.3 Legal and financial information

Type of partner

Sectoral agency

Subtype of partner

Public

Legal status

Public

Sector of activity at NACE group level

O.84.11

Co-financing rate (%)

80

VAT number (if applicable)

SI58273069

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Purpose of the company is to promote the regional and local development on economical and social field, to encourage the technological development, spatial and regional planning, tourism and sustainable mobility. It is a non-profit organization performing tasks, which are in public interest. RRA Koroška provide assistance for major regional and EU funded projects and is active on field of cross-border cooperation with neighbour Austria. Its tasks are based on informing, development of project ideas, search of suitable project partners for applicants from the region and implementation of joint projects. PP4 activities have also been strengthened in recent years in the areas of mobility planning and management, spatial planning and nature protection. It employs an interdisciplinary team of experts in the field of geography, architecture and environment. PP4 already has a role of intersectoral coordinator. This kind of competence has evolved mainly from the distinct need to design and establish a national cycling network in the region, which is now upgraded to the cross-border public transport. PP4's experience also includes cooperation in the preparation of a regional integrated transport strategy, which is being developed under the LIFE IP Care4Climate project. In 2017 and 2018 RRA Koroška was leading partner at preparing two integrated transport strategies of two municipalities in the region. Between 2014 and 2017, it was the facilitator and coordinator of municipalities in implementing the European Mobility Week (ETM) activities. During 2017-2020 RRA Koroška was project partner of Interreg Central Europe TRANS-BORDERS project. Within the project, two cross-border pilot activities Štrelka bus and Summer cycling train were established and promoted, both still operating. From 2022 RRA Koroška is also a partner of ReMOBIL project trying to establish Regional Mobility Centres. Regional initiative Sustainable mobility and development of cycling path network was established in 2020, to connect all activities regarding sustainable mobility and new infrastructure developed.

B.1.6 Partner motivation, expertise and contribution

RRA Koroška has comprehensive experience in Interreg projects, including the previous CE project TRANS-BORDERS.

What is the role and involvement (contribution and main activities) of your organisation in the project?

In addition to further actively working in the field of mobility planning and spatial management, PP4 will work on cooperation between local communities, municipalities, regional, national and international authorities to identify key regional cross border mobility problems. By participating in the project, PP4 will build on its sustainable mobility and public passenger transport management approaches and processes. Competences of its employees to implement innovative solutions and incentives in that field will be further improved. Activities, implemented in previous TRANS-BORDERS project, were essential in cross-border public transport (re)connecting between Slovenia and Austria in area of Carinthia, but a lot of new issues emerged, regarding the implementation of new Amended Road Transport Act and not adequately connected information systems. RRA Koroška will be involved in all three WPs with the aim to build on already established relations to improve cross-border public transport cooperation. Contribution within WP1 will provide a good foundation with analytical part and creation of action plans. In WP3 RRA Koroška will be mainly focused on pilot action of new bus service, cooperating with Austrian partners (PP5, PP7) and involving EGTC Geopark Karavanken/Karavanke as an associated partner. A lot of effort will be put into improving intermodality between existing and planned services and also to improve cross-border traveller information with innovative solutions. As we learned in the previous project, result of the pilot activity depends very much on the extent and quality of promotional activities so a lot of work will be put into that aspect of project. RRA Koroška will be part of Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options	Amount	Percentage
Office and administration flat rate based on direct staff costs		15%
Travel and accommodation flat rate		6%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	146.260,80	80,00 %
Partner contribution	36.565,20	20,00 %
Partner total eligible budget	182.826,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
RRA Koroška	Public	36.565,20	20,00 %
Contribution			
Sub-total public contribution		36.565,20	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Total		0,00	0,00 %
Total eligible budget		36.565,20	20,00 %

State Aid**B.1.9 State Aid information (Partner self-check)**

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 5**B.1.1 Partner Identity**

Partner number	5
Partner role	PP
Name of the organisation in original language	Verkehrsverbund Kärnten GmbH
Name of the organisation in English	Transport Association Carinthia
Abbreviated name of organisation	VKG
Department / unit / division	Stabstelle Digitale Transformation

B.1.2 Partner main address

Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Kärnten (AT21)
NUTS 3	Klagenfurt-Villach (AT211)
Street, House number, Postal code, City	Bahnhofplatz 5 9020 Klagenfurt am Wörthersee
Homepage	www.kaerntner-linien.at

Address of department / unit / division (if applicable)

Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Kärnten (AT21)
NUTS 3	Klagenfurt-Villach (AT211)
Street, House number, Postal code, City	Bahnhofplatz 5 9020 Klagenfurt

B.1.3 Legal and financial information

Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H
Co-financing rate (%)	80
VAT number (if applicable)	ATU50840005

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

The Transport Association Carinthia (VKG) acts as an interface between public authorities, mobility service providers and local system partners (touristic companies, tourism associations, cable railway etc.). The VKG organises and coordinates the ordering and financing processes of public transport services in Carinthia according to the legal frame and the objectives defined in the regional strategic transport plan.

The VKG also acts as the central data management agency in regards of static public transport data (schedules) and dynamic mobility data (realtime data etc.). Following this organizational role, the VKG is offering passenger information systems (multimodal routing service, bus stop information etc.) for the mobility service provider.

According to the geographical location of Carinthia in the cross-border triangle of Austria - Italy and Slovenia, the VKG is strongly interested in cross-border passenger information to promote transnational public transport.

Moreover, VKG also was project partner in the previous TRANS-BORDERS project.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The Transport Association Carinthia (VKG) will act as an expert and operator of passenger information systems in the project and will bring in experience and knowledge in Work Package 2 (WP 2). In close cooperation with Austria Tech (PP9) the VKG will work on the development of the Austrian national multi-modal routing service "Verkehrsnauskunft Österreich" (VAO), to prepare the linking of services approach to realize a transnational passenger information system.

Furthermore, the VKG will cooperate with the Slovenian partners (PP4 & PP6) and the Office of the

B.1.6 Partner motivation, expertise and contribution

Carinthian Government - Department 7 (PP7) in the installation of a bus service as a pilot in WP3. VKG will be part of Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals.

if you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options	Amount	Percentage
Staff costs flat rate		20%
Office and administration flat rate based on direct staff costs		15%
Travel and accommodation flat rate		5%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	237.048,32	80,00 %
Partner contribution	59.262,08	20,00 %
Partner total eligible budget	296.310,40	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
VKG	Public	59.262,08	20,00 %

Contribution

Sub-total public contribution	59.262,08	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	59.262,08	20,00 %
State Aid		

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 6

B.1.1 Partner Identity

Partner number

6

Partner role

PP

Name of the organisation in original language

Posoški razvojni center

Name of the organisation in English

Soča Valley Development Centre

Abbreviated name of organisation

PRC

Department / unit / division

B.1.2 Partner main address

Country (NUTS 0)

Slovenija (SI)

Region (NUTS 2)

Zahodna Slovenija (SI04)

NUTS 3

Goriška (SI043)

Street, House number, Postal code, City

Trg tigrovcev 1
5220 Tolmin

Homepage

www.prc.si

Address of department / unit / division (if applicable)

Country (NUTS 0)

Region (NUTS 2)

NUTS 3

Street, House number, Postal code, City

B.1.3 Legal and financial information

Type of partner

Sectoral agency

Subtype of partner

Legal status

Public

Sector of activity at NACE group level

Q.84

Co-financing rate (%)

80

VAT number (if applicable)

SI32155425

Other identifier number (if VAT number is not

B.1.3 Legal and financial information

available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIG (from EC Participant Register), if available

945744375

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Soča valley development centre (PRC) is a regional development agency for the Goriška statistical region in NW Slovenia. It coordinates municipalities; regional bodies and is responsible for the setting of strategic documents at the level of the region. Its main sectors are environment and spatial planning, rural development, entrepreneurship and adult education.

The PRC has already successfully played the role of lead partner in several SI-IT cross-border cooperation projects, ETC programmes, CLLD projects and some national projects. There are currently 25 highly educated and experienced staff working in different fields of action.

Related to the subject of the call, PRC is the promoter of the preparation of the SUMP for the Julian Alps, which includes 14 municipalities of the Goriška and Gorenjska regions and addresses the broader area of the Triglav National Park. PRC is also the coordinator of the Transalpine railway Consortium, which is revitalising, modernising and promoting this important rail link. A key activity is the establishment of cross-border transport and service links between Slovenia and Italy. The PRC was also the driving force behind the preparation of a strategy document to introduce e-mobility for the Soča Valley in the context of limiting individual motor traffic. Awareness-raising activities include the coordination of municipalities in the annual European Mobility Week. The PRC is recognised as a promoter of sustainable mobility systems in the Julian Alps and the cross-border area. PRC acts as an Info point of the Alpine Convention in agreement with the Permanent Secretariat in Innsbruck.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The Soča valley Development Centre (PRC) will be involved in all three key pillars of the project, which address systemic changes in the management of cross-border public transport, support for

B.1 Project partner 7**B.1.1 Partner identity**

Partner number	7
Partner role	PP
Name of the organisation in original language	Amt der Kärntner Landesregierung – Abteilung 7 Wirtschaft, Tourismus und Mobilität
Name of the organisation in English	Office of the Carinthian Government – Department 7 Economy, Tourism and Mobility
Abbreviated name of organisation	AKL
Department / unit / division	Mobility
B.1.2 Partner main address	
Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Kärnten (AT21)
NUTS 3	Klagenfurt-Villach (AT211)
Street, House number, Postal code, City	Mießtaler Straße 1 9020 Klagenfurt am Wörthersee
Homepage	https://www.ktn.gv.at/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Kärnten (AT21)
NUTS 3	Klagenfurt-Villach (AT211)
Street, House number, Postal code, City	Mießtaler Straße 1 9020 Klagenfurt

B.1.3 Legal and financial information

Type of partner	Regional public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.1
Co-financing rate (%)	80

B.1.3 Legal and financial information

VAT number (if applicable)	ATU36845900
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	951925894
B.1.4 Legal Representative	
Legal representative	
B.1.5 Contact person	
Contact person	
Email	
Telephone	
B.1.6 Partner motivation, expertise and contribution	
Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.	
The Office of Carinthian Government, Department 7 (AKL) is an administrative authority, coordinating or funding body for several transport planning fields, like public passenger transport, e-mobility, infrastructure planning and regional transport. In all these issues, the project partner's primary focus is maintaining the services and equality of living conditions all over the Carinthian region.	
AKL has comprehensive experience in Interreg projects, including the previous CE project TRANS-BORDERS.	
What is the role and involvement (contribution and main activities) of your organisation in the project?	
The Office of Carinthian Government Department 7 is a project partner. The part of AKL is to bring experience in planning and policy processes in the project and include the project's results in action. The project partner will be involved in all WP's in different roles. The project partner will provide legal and institutional support to the Transport Association Carinthia (VKG PPS). In addition, we will safeguard the interest of all affected players within our project region. AKL will be part of Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals.	
If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the	

B.1.6 Partner motivation, expertise and contribution

project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options	Percentage
Staff costs flat rate	20%
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	5%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	108.425,60	80,00 %
Partner contribution	27.106,40	20,00 %
Partner total eligible budget	135.532,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
AKL	Public	27.106,40	20,00 %

Contribution

Sub-total public contribution	27.106,40	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	27.106,40	20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market

No

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

exists?

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

No

B. Does the partner and/or any third party receive a selective advantage within the project?

No

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 8**B.1.1 Partner Identity**

Partner number	8
Partner role	PP
Name of the organisation in original language	Regione Autonoma Friuli Venezia Giulia
Name of the organisation in English	Autonomous Region Friuli Venezia Giulia
Abbreviated name of organisation	FVG
Department / unit / division	Central Directorate for Infrastructure and territory – Regional and Local Public Transport Division

B.1.2 Partner main address

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Friuli-Venezia Giulia (ITH4)
NUTS 3	Trieste (ITH44)
Street, House number, Postal code, City	Piazza Unità d'Italia 1 34121 Trieste
Homepage	https://www.regione.fvg.it/rafv/cms/RAFVG/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Friuli-Venezia Giulia (ITH4)
NUTS 3	Trieste (ITH44)
Street, House number, Postal code, City	Via Carducci 6 34133 Trieste

B.1.3 Legal and financial information

Type of partner	Regional public authority
Subtype of partner	Public
Legal status	Public
Sector of activity at NACE group level	0.84.11
Co-financing rate (%)	80
VAT number (if applicable)	IT00526040324

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)	80014930327
Other identifier description (specification of the type of identifier)	Fiscal code
PIG (from EC Participant Register), if available	983174347

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

The main competences of the Regional and Local Public Transport Division are:

- drawing up of regional and local public transport plans and activities;
- carrying out tasks of regional competence aimed at promoting tariff and modal integration;
- providing for the fulfilments of the regional competence concerning passenger public transport services, by road, rail, sea, tram and air;
- managing service contracts for public passenger transport services under regional competence;
- planning, monitoring and control of public transport services, international cross-border rail, car, tram and maritime services, as well as activities and services aimed at encouraging the transport of bicycles on LPT means;
- implementing strategic projects in the field of regional and local public transport.

It has been implementing activities aimed at improving territorial and institutional cooperation at EU level, taking part either with leading or partner role in several EU-funded projects, e.g. EA SEA-WAY (IPA Adriatic 2007-2013), ADR Multipatform (SEE 2007-2013), MI.CO.TRA (Italy-Austria 2017-2013), BIKE NAT (Italy-Austria 2014-2020), CROSSMOBY, FORTIS (Italy-Slovenia 2014-2020), MIMOSA, ICARUS (Italy-Croatia 2014-2020) – to name but a few. Throughout these projects, FVG Region realized several initiatives to improve the planning and offer of cross-border public transport services (by train, bus, boat) for citizens and tourists, cycling-tourist included, while fostering sustainability and intermodality. Within the Joint Committee between FVG Region and the Republic of Slovenia, it organizes and attends a set of thematic working tables to strengthen the cross-border cooperation in public transport services on a stable and permanent basis, involving stakeholders too (e.g. public transport operators). It is within that framework that the need for improving the offer of cross-border mobility between Gorizia and Nova

B.1.6 Partner motivation, expertise and contribution

Gorica has been identified and discussed, also on the basis of the setting up of a technical agreement with the Slovenian Ministry for Infrastructure, which will be signed within 2023.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The FVG Region will have the role of WP3 leader, making available its experience in coordinating previous territorial cooperation projects and in planning and testing cross-border public transport services. Therefore, it will be coordinating partners to jointly develop and implement transnational and cross-border pilot actions with the aim of improving the offer of public transport services, as well as contributing in setting up all the envisaged Deliverables and Outputs, making available new solutions. Moreover, the FVG Region will jointly develop, implement, assess and monitor a pilot activity aiming at creating a new cross-border public transport service between Gorizia (IT) and Nova Gorica (SI), exploiting its competence in terms of cross-border public transport services (Italian Law n.23, dated 20.08.2007) and what it is envisaged in the existing contract, signed in November 2019, with the already selected public transport operator TPL FVG Scrl (public procurement procedure carried out at EU level and closed on August 2019). A second pilot action, coordinated by PP PRC with the cooperation and support of FVG Region, will be developed and implemented at across the border between Slovenia-Carinthia-Friuli Venezia Giulia with the goal of activating new transnational public transport services crossing the three regions. The FVG Region will also contribute to all WP1 and WP2 activities and to all the envisaged cross-cutting activities, as well as to the communication and dissemination of all projects outcomes, contributing to the achievement of all the project specific and communication objectives.

FVG will be part of Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals. FVG will be WP leader of WP3.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options	Amount	Percentage
Office and administration flat rate based on direct staff costs		15%
Travel and accommodation flat rate		6%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	233.840,00	80,00 %
Partner contribution	58.460,00	20,00 %
Partner total eligible budget	292.300,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
FVG	Public	0,00	0,00 %
Fondo di Rotazione	Automatic Public	58.460,00	20,00 %
Contribution			
Sub-total public contribution			0,00 %
Sub-total automatic public contribution		58.460,00	20,00 %
Total		0,00	0,00 %
Total eligible budget		58.460,00	20,00 %
State Aid			

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?

No

2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?

No

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

No

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy

Contract (to be filled in ONLY after project selection)

B.1 Project partner 9

B.1.1 Partner Identity

Partner number	9
Partner role	PP
Name of the organisation in original language	AustriaTech GmbH
Name of the organisation in English	AustriaTech
Abbreviated name of organisation	ATE
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Wien (AT13)
NUTS 3	Wien (AT130)
Street, House number, Postal code, City	Raimundgasse 1/6 1020 Vienna
Homepage	https://www.austriatech.at/

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	National public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.11
Co-financing rate (%)	80
VAT number (if applicable)	ATU39393704

Other identifier number (if VAT number is not

B.1.3 Legal and financial information

available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

ATE is owned by the Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology and accompanies innovation processes, advises on the implementation of national and European guidelines and promotes exchange and joint learning between the stakeholders involved at national and international levels in the field of new mobility solutions. As a neutral partner ATE is able to harmonise between authorities, infrastructure operators and industry, advises on the content of government decisions due to comprehensive technological knowledge and specialised process expertise. One of the main tasks is the harmonisation of mobility services with a specific focus on Traveller Information Services across borders and the definition of frameworks in terms of organisational and technological issues to ensure sustainable system development and implementation. ATE was Lead Partner of the projects LinkingDanube, LinkingAlps and OJP4Danube and guarantees the direct usage of the projects' results. ATE is also involved in numerous European working and standardisation groups related to the connected, innovative mobility system (e.g. Expert Group on EU-Wide Multimodal Travel Information Del. Reg. 2017/1929).

What is the role and involvement (contribution and main activities) of your organisation in the project?

ATE will mainly focus on Workpackage 2 (Improvement of cross-border traveller information) by also taking the WP lead. In the course of WP 1, ATE will mainly work on the development of Action Plans together with the Carinthia Partner VKG with regard to relevant strategic aspects of cross-border travel information services.

ATE will be part of Steering Committee and will contribute to all activities in general, where requested in order to achieve project goals.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the

B.1.6 Partner motivation, expertise and contribution

project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options

Other costs Flat Rate

40%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source Amount Percentage

ERDF 119.280,00 80,00 %

Partner contribution 29.820,00 20,00 %

Partner total eligible budget 149.100,00 100,00 %

Origin of partner contribution

Source of contribution Legal status Amount % of total partner budget

ATE Public 29.820,00 20,00 %

Contribution

Sub-total public contribution 29.820,00 20,00 %

Sub-total automatic public contribution 0,00 0,00 %

Total 0,00 0,00 %

Total eligible budget 29.820,00 20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists? No

2. Are there activities/goods/services that could have been undertaken by an operator No

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

with the view of making profit (even if this is not the partner's intention)?

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

No

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 10

B.1.1 Partner Identity

Partner number	10
Partner role	PP
Name of the organisation in original language	Ministrstvo za infrastrukturo Republike Slovenije
Name of the organisation in English	Republic of Slovenia, Ministry of Infrastructure
Abbreviated name of organisation	MZI RS (NCUP)
Department / unit / division	National Traffic Management Center (Nacionalni center za upravljanje prometa)

B.1.2 Partner main address

Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Ostrednjeslovenska (SI041)
Street, House number, Postal code, City	Tržaška cesta 19 1000 Ljubljana
Homepage	https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Ostrednjeslovenska (SI041)
Street, House number, Postal code, City	Dragomelj 116 1230 Domžale

B.1.3 Legal and financial information

Type of partner	National public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O.84.11
Co-financing rate (%)	80

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?

No

2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?

No

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.2 Associated partners

Associated partner number	Status	Name of the organisation in original language	Associated to project partner
1	Active	Mobilitätsverbünde Österreich OG	VKG
2	Active	Województwo Dolnośląskie – Urząd Marszałkowski Województwa Dolnośląskiego	SMWA
3	Active	Entwicklungsgesellschaft Niederschlesische Oberlausitz mbH	VON
4	Active	Verkehrsverbund Oberelbe GmbH	SMWA
5	Active	Europejskie Ugrupowanie Współpracy Terytorialnej NOVUM	SMWA
6	Active	EVTZ Geopark Karawanken m.b.H. / EZIS Geopark Karavanke z.o.o.	RRA Koroška
7	Active	Związek Gmin Ziemi Zgorzeleckiej	KORID
8	Active	GECT Euregio Senza Confini	AKL
9	Active	GECT GO-Gruppo Europeo di Cooperazione Territoriale	FVG

Mobilitätsverbünde Österreich OG AO1

Partner number	PP5
Name of the organisation in original language	Mobilitätsverbünde Österreich OG
Name of the organisation in English	Mobility Association Austria
Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Wien (AT13)
NUTS 3	Wien (AT130)
Street, House number, Postal code, City	Europaplatz 3/3 1150 Wien
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	

Mobilitätsverbünde Österreich OG A01

Telephone

+43 1 955 55-7313

Partner role

As the association of the seven public transport authorities in Austria, the Mobility Association Austria (MAA) ensures public mobility for everyone. The MAA implements and constantly optimizes a climate-friendly, sustainable public transport network that is accessible and affordable for everyone. Through cooperation and intensive collaboration across the seven public transport associations at a national and international level, the MAA is generating synergies, optimizing processes and developing sensible, efficient and innovative solutions in public transport services. The MAA's know-how from national and international projects, especially regarding availability and quality of mobility data, will be an important support to achieve our specific project objectives of workpackage 2.

Województwo Dolnośląskie – Urząd Marszałkowski Województwa Dolnośląskiego A02

Partner number

LP1

Name of the organisation in original language

Województwo Dolnośląskie – Urząd Marszałkowski Województwa Dolnośląskiego

Name of the organisation in English

Lower Silesia – Marshal's Office of Lower Silesia

Country (NUTS 0)

Polska (PL)

Region (NUTS 2)

Dolnośląskie (PL51)

NUTS 3

Miasto Wrocław (PL514)

Street, House number, Postal code, City

Wybrzeże J. Słowackiego 12-14
50-411 Wrocław

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

Marshal's Office of Lower Silesia is a subsidiary body of the regional government of this region. The duties of the UMWD include organizing public passenger transport (railway transport), structuring the infrastructure in the region, and the enforcement of legal rules for ensuring rules of improving the mobility of the inhabitants of Lower Silesia. As an associated partner, UMWD will provide experience in planning and policy processes for regional and cross-border public transport, closely linked to the achievements of the previous CE project TRANS-BORDERS, e.g. in the field of new digital services and traveller information systems for cross-border public transport.

Entwicklungsgesellschaft Niederschlesische Oberlausitz mbH AO3

Partner number PP2

Name of the organisation in original language Entwicklungsgesellschaft Niederschlesische Oberlausitz mbH

Name of the organisation in English Regional Development Company - Lower Silesian Upper Lusatia

Country (NUTS 0) Deutschland (DE)

Region (NUTS 2) Dresden (DED2)

NUTS 3 Görlitz (DED2D)

Street, House number, Postal code, City Elisabethstrasse 40 02826 Görlitz

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

Develop, promote, accompany - following this motto, we are committed to development processes in the district of Görlitz. Since 2005, ENO has established itself as an important central contact in the areas of project management, education, location marketing, tourism, business development and real estate. We advise, support and promote actors who are active in the district of Görlitz and its municipalities. True to the principle "From the district - for the district", we support above all the regional value chains. Project management service unit: Our project managers provide intensive support to our partners, from the initial idea and application to implementation and accounting. The spectrum of tasks can range from economic development and tourism to sustainability and infrastructure to municipal services of general interest. Thanks to our many years of experience in project management, we are a reliable partner for the implementation of complex projects.

Verkehrsverbund Oberelbe GmbH AO4

Partner number LP1

Name of the organisation in original language Verkehrsverbund Oberelbe GmbH

Name of the organisation in English Transport Association Upper Elbe

Country (NUTS 0) Deutschland (DE)

Region (NUTS 2) Dresden (DED2)

NUTS 3 Dresden, Kreisfreie Stadt (DED21)

Street, House number, Postal code, City Leipziger Str. 120 01127 Dresden

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

In addition to its function as a transport association in the Free State of Saxony, the Verkehrsverbund Oberelbe (VVO) is responsible for the coordination of all measures of the Saxon transport associations concerning the National Access Point for traveller information systems. The VVO is therefore a direct partner of the ZVON/VON in the implementation of integrated passenger information. We take care of the establishment, financing, organisation, operation, and further development of an efficient nationwide system network on a neutral and non-discriminatory basis. We support comprehensive functional extensions, especially in the areas of real-time and accessibility. We are strongly interested in solving cross-border OJPs to the Czech Republic and Poland, as there have been large obstacles here so far, on the Czech side. With a solution around the partners ZVON and KORID, we can implement the model solutions for all Saxon-Czech border regions.

Europejskie Ugrupowanie Współpracy Terytorialnej NOVUM A05

LPI

Europejskie Ugrupowanie Współpracy Terytorialnej NOVUM

EGTC NOVUM

Polska (PL)

Dolnośląskie (PL51)

Jeleniogórski (PL515)

ul. 1 Maja 27

58-500 Jelenia Góra

Partner number

Name of the organisation in original language

Name of the organisation in English

Country (NUTS 0)

Region (NUTS 2)

NUTS 3

Street, House number, Postal code, City

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

PP4

EVTZ Geopark Karawanken m.b.H. / EZTS Geopark Karawanken m.b.H. / EZTS Geopark Karavanke z.o.o.

EGTC Geopark Karawanken/Karavanke

Österreich (AT)

Kärnten (AT21)

Unterkärnten (AT213)

Tichoja 15

9133 Sittersdorf

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

The EVTZ NOVUM is a joint European association of the regions of Liberec and Lower Silesia. It deals, among other things, with issues related to cross-border public transport and the associated regional planning. The EVTZ is interested in the topics of the project which deal with future stops and travel information services. For the Polish partners of the EVTZ, it is of particular interest to determine the requirements that need to be met at the national and regional level in order to present travel information services jointly in the tri-border region of PL/DE/CZ. Based on the results, the EVTZ can contribute to creating the necessary conditions and building corresponding regional capacities in the Polish regions.

Europejskie Ugrupowanie Współpracy Terytorialnej NOVUM A06

PP4

EVTZ Geopark Karawanken m.b.H. / EZTS Geopark Karawanken m.b.H. / EZTS Geopark Karavanke z.o.o.

EGTC Geopark Karawanken/Karavanke

Österreich (AT)

Kärnten (AT21)

Unterkärnten (AT213)

Tichoja 15

9133 Sittersdorf

Partner number

Name of the organisation in original language

Name of the organisation in English

Country (NUTS 0)

Region (NUTS 2)

NUTS 3

Street, House number, Postal code, City

Legal representative (not applicable - not to be filled in)

Contact person

Email

Telephone

Partner role

The EVTZ Geopark Karawanken/Karavanke includes 14 municipalities, 9 on the Austrian and 5 on the Slovenian side. It covers an area of 1.067 km2, with a population of around 53.000 residents. Since March 2013, the geopark is a member of the European (EGN) and Global (GGN) Geoparks Network, in November 2015 it became an UNESCO Global Geopark. Poor cross-border mobility within the area of the geopark is among the main challenges. The associated partner will contribute to the WP1 activities related to governance and service planning. Within the EVTZ, there exists a working group dealing with issues related to mobility. Since EVTZ is one of the key stakeholders, it will contribute to WP3 pilot action development of the Bus SVAT line.

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Związek Gmin Ziemi Zgorzeleckiej A07	
Partner number	PP3
Name of the organisation in original language	Związek Gmin Ziemi Zgorzeleckiej
Name of the organisation in English	Association of Communes of Zgorzelec Region
Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Dolnośląskie (PL51)
NUTS 3	Legnicko-głogowski (PL516)
Street, House number, Postal code, City	Domańskiego 6 59-900 Zgorzelec
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	The Association aims at strengthening the cooperation between partners in the area of mobility in the common Polish-German-Czech borderland. KORID will cooperate with the Association on the pilot actions (future bus stops) in WP 3.

GECT Euregio Senza Confini A08	
Partner number	PP7
Name of the organisation in original language	GECT Euregio Senza Confini
Name of the organisation in English	EGTC Euregio Senza Confini
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Friuli-Venezia Giulia (ITH4)
NUTS 3	Trieste (ITH44)
Street, House number, Postal code, City	via Genova 9 34121 Trieste
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	The European Grouping of Territorial Cooperation (EGTC) "Euregio Senza Confini" is a public body with autonomous legal personality and economic and managerial autonomy, with its own staff and based in Trieste. Founded by the Friuli Venezia Giulia Region, the Veneto Region and the Land Carinthia, it aims to favor, facilitate and promote cross-border, transnational and interregional cooperation in the European Union (EU) among its components, implementing common projects for the development of the territories. "Economic and social cohesion" and "economic, social and cultural ties between populations" are thus strengthened, contributing to the development of the respective territories. The EGTC Euregio Senza Confini, born mainly as a common instrument of political management of the three Regions, could take on a very important role to implement those actions that can contribute to greater economic and social cohesion of our borders. Through the cooperation with the EGTC Euregio Senza Confini we expect valuable technical inputs as well as synergy effects from technically similar projects due to their great experience in cross-border cooperation projects.

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GECT GO-Gruppo Europeo di Cooperazione Territoriale A09					
Partner number		PP8			
Name of the organisation in original language		GECT GO-Gruppo Europeo di Cooperazione Territoriale			
Name of the organisation in English		EGTC GO-European Grouping of Territorial Cooperation			
Country (NUTS 0)		Italia (IT)			
Region (NUTS 2)		Friuli-Venezia Giulia (ITH4)			
NUTS 3		Gorizia (ITH43)			
Street, House number, Postal code, City		Via Cadorna 36 34170 Gorizia			
Legal representative (not applicable - not to be filled in)					
Contact person					
Email					
Telephone					
Partner role		The EGTC GO European Grouping for Territorial Cooperation is an entity having jurisdiction over the territory of the three cities of Gorizia (IT), Nova Gorica (SI) and Sempeter-Vrtojba (SI). It acts in a joint manner and is, in fact, within its competencies, the only instrument capable of carrying out cross-border urban planning acting on the whole area without imposed constraints of national and administrative borders. Among other objectives, ECGT GO aims at coordinating strategic local public transport policies also through a common approach to transport services and cross-border mobility. Due to its peculiar nature, which allows this body to act both in Italy and Slovenia without administrative or national restriction, its value for the territory and its competences, ECGT GO represents a key player for the project as such, but in particular for implementing the pilot action promoted by the FVG Region, i.e. the launch of a new cross-border public transport service in the area of Gorizia and Nova Gorica, being also designated Capital of Culture 2025. The EGTC GO is commitment to the cause of cross-border mobility since 2019, when, within the			

Interreg CENTRAL EUROPE 2021-2027		CE0200733 - TRANS-BORDERERS+		Version 2.0, 2024-04-11	
GECT GO-Gruppo Europeo di Cooperazione Territoriale A09					
Bolutions project, it implemented the “EGTC GO Cross-border Public Urban Mobility Plan”, a study identifying a sustainable solution to the removal of the obstacles hindering the integration of the urban transport networks operating in the EGTC GO area.					

Interreg CENTRAL EUROPE 2021-2027		CE0200733 - TRANS-BORDERERS+		Version 2.0, 2024-04-11	
GECT GO-Gruppo Europeo di Cooperazione Territoriale A09					
Bsolutions project, it implemented the "EGTC GO Cross-border Public Urban Mobility Plan", a study identifying a sustainable solution to the removal of the obstacles hindering the integration of the urban transport networks operating in the EGTC GO area.					

C - Project description

C.1 Project overall objective

Programme priority specific objective (as selected in section A.1.).

SO3.1: Improving transport connections of rural and peripheral regions in central Europe

Project overall objective

Please define the overall objective of the project.

- Make sure that it clearly contributes to the selected programme specific objective.
- The overall objective should provide the general context for what your project aims to achieve.
- It should describe the broader goal of the project for the benefit of its target group(s) and should point to the results (change) to be achieved by the project.

The project improves digital passenger info systems & access to cross-border public transport. Partners aim to jointly create solutions for better access to European transport corridors, regional development, and environmentally friendly transport. As a result, public transport stakeholders get planning tools for coordinated digitalization of cross-border transport, get tools for modernized & digitalized stop infrastructure, and support the promotion of new cross-border services.

C.2 Project relevance and context

C.2.1 What are the territorial challenge(s) that will be tackled by your project?

Please describe which specific challenges and needs are addressed by your project and why they are relevant for the overall programme area, (please refer to chapter 1 and 2 of the Interreg CENTRAL EUROPE Programme document).

Connectivity between and within regions is a critical location factor ensuring the economic prosperity and cohesion of Central Europe. While connections between major urban hubs (and to a lower extent between minor urban centres) are usually guaranteed, the same cannot be stated when it comes to peripheral areas such as border regions. Here, accessibility is often a key disadvantage, and the periphery challenge of most border regions in Central Europe continues. This results also in a significant bottleneck for commuting and labour mobility because these regions generally feature lower rates of commuting, too. Last but not least, also cross-border tourist concepts suffer from less attractive public transport services. Overall, issues of transport interoperability and bottlenecks persist in Central Europe and are particularly apparent in cross-border sections. Gaps in the cross-border public transport network are not necessarily caused by missing elements of infrastructure. In many cases, there is a lack of attractive cross-border passenger services. This situation refers mainly to conventional public transport offers, whereas demand-responsive and flexible transport services remain even rarer. One of the main reasons is, that availability of (dynamic) travel information data as the backbone of such services is still insufficient.

Changing this requires a transport network and corresponding infrastructure, ensuring high regional and local accessibility connecting rural and urban areas. This includes the need for supporting the integration of various transport modes and ensuring interoperability and adequate infrastructure capacities, such as feeding bus lines to railway nodes and high-quality stops and stations.

The border-crossing provision of public passenger transport services including sufficient traveller information systems (TIS) means that they have to be planned, established, and operated under different legal frameworks and within a complex institutional, administrative, and political context. This often leads to a variety of border-specific difficulties that do not exist for domestic local /regional public passenger transport operating under homogeneous national or regional conditions.

Closely related to heterogeneous legal frameworks is the complex institutional, administrative, and policy-making context for the development and ongoing operation of cross-border public transport. This complexity emerges from established regional/local public transport systems with specific organisational models and functional responsibilities, but also from different policy-making and governance processes and ways of delivering public transport services on a day-to-day basis (e.g. administrative procedures, operating routines, language use, etc.). Since EU-wide recommendations and objectives on domestic and cross-border public transport only partly match with country-specific organisational and procedural features of local/regional public passenger transport, system differences often result in major administrative obstacles. These obstacles can lead to insufficient cross-border cooperation between public transport actors.

The key challenge in view of cooperation is the coordination of different systems and levels of governance across and within countries. To tackle the challenges effectively, different institutions need to collaborate within and across countries. There is a constant need for the policy level to support these coordination efforts and to strengthen multi-level and multi-sectoral governance in the area, as highlighted by the Territorial Agenda 2030. This includes integrated approaches involving local and regional non-governmental stakeholders, including citizens, which better address local needs and increase trust in and the accountability of governance.

Another challenge in the context of attractiveness and competitiveness of cross-border public transport compared to individual mobility is seamless journey planning travel information up to ticketing. On national levels, a comparatively sufficient level of service has been reached by implementing the Delegated Regulation (EU) 2017/1926 on EU-wide multimodal travel information services, which establishes the necessary specifications to define common standards for multimodal travel information services. However, these information services are usually only partly available across borders to users, and therefore, this topic needs particular attention.

Accordingly, the key territorial challenges which will be addressed by the project are:

- Structural deficiencies that hinder cross-border traffic and the exchange of dynamic traffic data
- Lack of networking of regional/national routing services for the implementation of integrated and demand-oriented mobility services
- Unsuitable, outdated stop infrastructure in border regions hindering the implementation of attractive public transport services

C.2.2 How does the project tackle identified challenges and needs and what is new about the approach of your project?

Please describe the project approach chosen to address the challenges and needs described above. Please also explain how the approach goes beyond existing practice in the sector/programme area /participating countries demonstrating the innovativeness of the approach.

The project takes a novel approach to tackle the identified challenges and needs in the transport sector in the two border regions represented by the project partnership, which are simultaneously representative of the situation of border regions and rural areas in other parts of Central Europe: the border region.

First, the project focuses on the digitalization of public transport services and aims to introduce innovative digital solutions such as open journey planners (OJP) in the participating regions. This approach goes beyond existing practice as it aims to introduce these digital solutions across borders, thereby enabling attractive cross-border public transport. The planned sustainable solutions for improved digital connectivity will therefore help to reduce transport-related pollution and greenhouse gas emissions on the regional level and will also generate positive effects for socioeconomic development (accessibility for workforce and touristic facilities). Accordingly, the project will provide a comprehensive analysis of the status of digitalization in the public transport sector in the participating regions. This analysis will allow the project partners to identify existing deficiencies and requirements in the sector and to develop appropriate solutions to address these needs. Furthermore, the project will deliver a guideline to support the establishment of cross-border working structures.

Second, based on the results and findings of the activities in terms of travel information systems, the project will elaborate concepts for the upgrade of conventional public transport stops in rural areas to modern mobility points with modules for corresponding service offers and the integration of OJP functionalities. The concept is planned to be implemented in a first step with selected pilots in both border regions and in a second step - based on the evaluation of the pilots - with planning and funding applications for a roll-out on a wider scale, using external financing sources. Accordingly, the project acts as a catalyst to lever further investment in public transport infrastructure in the two border regions. Furthermore, the concepts will also consider representative conditions in other border and/or rural areas across CE, so these leverage effects will also be supported geographically beyond the two border regions represented by the project partnership.

Third, the project will demonstrate attractive and demand-oriented mobility services in border areas through the implementation of a set of pilots, which combine the functionality of OJP with the integration in state-of-the-art mobility points (such as upgraded bus stops) and combination with new bus services improving the connectivity of the border regions to urban nodes and main EU transport corridors.

The project approach involves a transnational cooperation of relevant partners from different countries, thereby fostering knowledge exchange and best practices sharing. This cross-border cooperation ensures that solutions are both tailored to the specific needs of each participating region and transferable to other rural regions in CE as well. Additionally, this approach allows for the establishment of cross-border working groups, which will be instrumental in facilitating the exchange of ideas and ensuring the sustainability of the project.

In summary, this integrated project approach is innovative as it addresses the identified challenges and needs in the public transport sector in rural areas through the cross-border cooperation of relevant partners and decision-makers, the introduction of innovative digital solutions, improved public transport services infrastructure and services - both as concepts and as pilots. Therefore, the project directly contributes to the improvement of the accessibility of rural and remote areas and supports the removal of transport barriers and bottlenecks across borders.

C.2.3 Why is transnational cooperation needed to achieve the project objectives and results?

Please explain why the project objectives cannot be efficiently reached acting only on a national/regional /local level and describe what is the added value for the partnership and the project area in taking a transnational cooperation approach.

The findings of the previous TRANS-BORDERS project have shown that the two selected border regions show similarities in their regional and economic structure as well as as touristic characteristics. Concerning border-crossing public transport, good practices and experiences have been achieved so far in different thematic fields (e.g. TIS/OJP in the southern border region; and ticketing and modern bus stop concepts in the northern border region). Therefore, the project partnership will benefit from the exchange of knowledge, experience, and best practices by collaborating across borders. Different regions have different approaches and solutions to similar challenges, and by sharing and learning from each other the project will benefit from a wider range of expertise and perspectives. Therefore, the professional exchange and transfer of experiences are expected to develop synergies and support the effective implementation of innovative solutions for the mutual benefit of the partners in both regions. This is also seen as a transferable example of collaboration for other border regions.

Working on a transnational level will lead to more significant impacts and outcomes. By combining resources and expertise, the project will develop more innovative and comprehensive solutions, which will lead to tangible benefits for the project area and its communities. Finally, transnational cooperation will also foster a sense of solidarity and understanding between different regions and countries, which can contribute to the development of a more cohesive and connected Europe.

There is a need to introduce sustainable and smart transport services to bridge missing connections and remove bottlenecks to ensure good accessibility across Central Europe. In line with the EU Green Deal, transport emissions must be reduced by 90% by 2050, requiring smart and sustainable approaches to regional mobility, intermodality, and IT-supported solutions for mobility management. As these challenges exist in border regions across the CE area with similar characteristics, transnational cooperation can bring added value to solving the complex set of problems and challenges.

Experience, understanding, and knowledge about cross-border public transport are not equally developed in all border regions and would benefit from further knowledge creation. To enhance complex governance solutions, transnational cooperation of two border triangles in the field of cross-border public transport provides the basis for a more efficient workflow to tackle the challenges through an exchange of experience, shared learning, and joint development of solutions that will be applied under the specific conditions of each border region.

The transnational partnership contributes to enhancing the knowledge and capacities of local and regional stakeholders. Showcasing the broader impacts of cross-border public transport in a region and its adequate and visible communication may be crucial to overcoming the domestic focus of many stakeholders.

One key transnational link within the partnership will be the analysis, structuring, and implementation of cross-border open journey planning systems (OJP). On the one hand, this refers to the management and governance level, as the availability of data through the National Access Points (NAP) needs a structured management approach. On the other hand, the technical dimension of OJP provides a wide range of transnational cooperation opportunities, as various activities and experiences in this field exist (mainly on the national level), which need to be jointly analyzed and structured according to the specific requirements of border regions in general and the two border

triangles in particular. This will be carried out in a joint working group, which will define common characteristics and requirements for OJP and draw conclusions and detailed recommendations for implementation under the specific conditions of the two project regions.

Finally, both the results in terms of transnational cooperation (including planning and coordination) and high-quality travel information, planning, and booking systems have an impact on the establishment of new attractive and smart cross-border transport services and mobility points, which will also be the subject of common preparation and exchange of progress status within the partnership.

Transnational cooperation in the project will result in increased capacities of the participating regions to develop and implement sustainable transport and mobility services in border areas. This will also improve the coordination between transport stakeholders and the access of regions to the main transport corridors and nodes. The planned pilot actions will demonstrate the feasibility of novel approaches. The planned investment preparation actions are expected to lever investment from other financing instruments.

C.2.4 Who will benefit from your project outputs and results?

Please select the target groups from the drop-down list, which are relevant for your project. For each of them please provide a more detailed specification and explain how they will benefit from your project outputs and results. Please ensure consistency with the target groups defined in the work plan (section C4).

Target group	Specification
Local public authority	The local authorities, e.g., along new public transport lines, benefit from the project results. On the one hand, these authorities benefit from the results of the project activities in terms of improved attractiveness and visibility of public transport connections to their destinations (WP 2) as well as from the piloting of new public transport services and bus stop planning and bus stops (WP 3). On the other hand, the public authorities will be allowed to participate in the transnational exchange of experiences and best practices, e.g., through participation in transnational workshops during the project runtime. Furthermore, the intention is to address also additional local public authorities in other border regions of the Central Europe area. This is planned to be carried out as part of the communication strategy - through the CE community (e.g., by the project homepage and newsletters). Accordingly, the project events such as workshops and conferences will be open to all stakeholders from local public authorities. In general, all local public authorities in the two selected border regions benefit from the enhanced attractiveness of public transport, leading to reduced use of individual motorised mobility and better accessibility and connectivity.

Target group

Specification

Regional public authority

The project is aimed at promoting switching to the least emission-intensive transport systems, reducing the impacts of the transport systems on air and noise pollution, public health as well as relevant international conventions (e.g., Alpine Convention). Therefore, the project is directly in line with the strategic objectives of the involved regional public authorities.

In particular, the involved public authorities will benefit through enhanced management and planning capacities for cross-border public transport, including involvement in existing EGTC structures. As public transport is a key competence area of the involved regional public authorities, the planned innovative solutions in terms of digitalization and QJP as well as additional demand-oriented innovative mobility services will help to raise awareness and acceptance of sustainable mobility solutions and to improve the competitiveness of public transport as an alternative to individual motorized mobility in all dimensions of cross-border transport, such as commuting and tourism.

Accordingly, the project results are also relevant and of substantial benefit to regional authorities in other border regions in the Central Europe area and beyond.

In general, all regional public authorities in the two selected border regions benefit from the enhanced attractiveness of public transport, leading to reduced use of individual motorised mobility better accessibility and connectivity.

Infrastructure and (public) service provider

Regional public transport service providers, which are active in cross-border services, will benefit inter alia in the following areas:

- Exchanging good practices and developing standards and sustainable solutions to improve regional mobility services in the public interest and to increase their resilience, e.g., in times of crisis (as cross-border PT services were affected by the pandemic)
 - Involvement in developing and implementing integrated and multi-modal mobility strategies fostering effective and sustainable connections (e.g. through the transport associations)
 - Testing smart concepts for regional mobility (including digital solutions /OJP)
 - Guideline to install future stops in border regions
- In general, the public transport service providers also benefit as the project results will lead to an improved positioning of cross-border public transport in competition with individual motorized mobility. Accordingly, a higher number of passengers in the regional (including cross-border) PT network improves their economic performance.

C.2.5 How does the project contribute to wider strategies and policies?

Please indicate to which strategies and policies your project will contribute and briefly describe in what way.

Strategy

Contribution

Strategy

Contribution

European Green Deal

The project contributes to the EU Green Deal by promoting sustainable mobility solutions, reducing carbon emissions, and promoting the use of alternative fuels. By improving public transportation systems, encouraging the use of electric vehicles, and promoting cycling and walking, the project aims to reduce the dependence on cars and encourage more sustainable modes of transportation. In addition, the project also promotes the use of renewable energy sources and energy-efficient technologies in transportation infrastructure. By implementing these measures, the project contributes to the EU's goal of achieving climate neutrality by 2050 and creating a greener and more sustainable Europe.

Territorial Agenda 2030

The project contributes to the EU Territorial Agenda 2030 by addressing several of its key priorities, such as promoting sustainable and smart mobility solutions, improving accessibility and connectivity, supporting the transition to a low-carbon economy, and promoting digital transformation. By implementing innovative and sustainable mobility solutions, the project aims to enhance the territorial cohesion of the participating regions and foster economic growth and social inclusion. In addition, the project's emphasis on cross-border and transnational cooperation aligns with the Territorial Agenda's goal of promoting territorial cohesion and reducing disparities across different regions and territories.

EU Strategy for the Danube Region

The project will contribute to the EUSDR by improving the transport connections and mobility options in the Danube region. The project aims to develop a transnational mobility-as-a-service (MaaS) solution that will allow for seamless travel across borders and regions, promoting the sustainable and efficient use of transport systems.

EU Strategy for the Adriatic and Ionian Region

The project will contribute to the EUSAIR by improving the connectivity and accessibility of the Adriatic and Ionian regions through the development of the MaaS solution. The project will focus on developing a sustainable and integrated transport system that will support economic growth, social inclusion, and environmental sustainability.

EU Strategy for the Baltic Sea Region

Although the project regions are not directly located in the Baltic Sea Region, the project can still contribute to the EUSBSR by developing a transnational mobility solution that can be adapted and implemented in other regions. The project aims to create a replicable model for sustainable and integrated transport systems that can be applied in other regions facing similar challenges.

EU Strategy for the Alpine Region

The project will contribute to the EUSALP by promoting sustainable and integrated mobility solutions in the Alpine region. The MaaS solution developed in the project will enable seamless travel across the Alpine region and help to reduce the environmental impact of transport systems in the region.

Strategy	Contribution
Other	The project contributes to the EU's Digital Single Market strategy by leveraging digital technologies to improve the accessibility and efficiency of public transport services. By implementing an integrated MaaS system, the project aims to increase the use of public transport and reduce the reliance on private cars, thereby promoting sustainable mobility and contributing to the reduction of greenhouse gas emissions. Additionally, the project's focus on cross-border cooperation and the development of a transnational network of public transport operators aligns with the EU's objectives of promoting territorial cohesion and improving connectivity within the European Union.
C.2.6 How will your project make use of synergies with EU and other projects or initiatives?	
Project or Initiative (including funding instrument, if applicable)	Synergies foreseen
Interreg Va SN-CZ	Looking for funding opportunities to apply for funding during the project period
Interreg Va AT-SI	Looking for funding opportunities to apply for funding during the project period
Interreg Va IT-SI	Looking for funding opportunities to apply for funding during the project period
Interreg Va AT-IT	Looking for funding opportunities to apply for funding during the project period

Project or Initiative (including funding instrument, if applicable)	Synergies foreseen
Multimodal Digital Mobility Services	Multimodal digital mobility services (MDMS) are currently deployed in a fragmented manner, lacking proper legal and market frameworks to develop more successfully and provide a full range of offers across the EU. While Mobility as a Service (MaaS) applications are being developed in many cities, the legal framework for their development varies from one Member State to another. For long distances, few multimodal digital services, offering comprehensive multimodal, multi-operator options to passengers, exist. Many issues remain, such as difficult cooperation between mobility operators and multimodal digital mobility services, complex and lengthy negotiations to obtain licences and distribution agreements, the lack of common standards and interfaces, and the lack of solutions concerning revenue sharing. In some cases, those distribution agreements between operators (both public and private) and digital service providers are unbalanced due to unequal bargaining power in favour of incumbent operators.
DG MOVE B4, Proposal for a Regulation	The Delegated Regulation (EU) 2017/1926 on EU-wide multimodal travel information services establishes the necessary specifications to ensure that multimodal travel information services are accurate and available across borders to users. Currently, the Delegated Regulation supports the development of multimodal travel information services by mandating the accessibility and the possibility to exchange and reuse static travel and traffic information data, if they exist in digital machine-readable format, on National Access Points. Services facilitating payment and booking of mobility products are not in the current scope of this Delegated Regulation but will be covered by this new initiative. On the one hand, the activities of WP 2 (OJP) will address these issues. On the other hand, the initiative supports the implementation of WP 2 outputs.
https://ec.europa.eu/transport/themes/its/road/action_plan/multimodal-travel-information_en	

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Project or initiative (including funding instrument, if applicable)	Synergies foreseen		
EU project	APCORE stands for National Access Point Coordination Organisation for Europe: it is a newly formed organisation to coordinate and harmonise more than 30 mobility data platforms all over Europe.		
Duration 04 /2021 - 12 /2024	By now, there are more than 30 operational NAPs in virtually all EU Member States (and beyond). However, it has become apparent that the NAPs are quite different in their setup and data access interfaces. Also, the data published looks different throughout Europe from a data format and standard perspective.		
http://www.napcore.eu/	NAPCORE has been launched as a coordination mechanism to improve interoperability of the NAPs as the backbone of European mobility data exchange. NAPCORE enhances the interoperability of mobility-related data in Europe with mobility data standard harmonisation and alignment. Also, NAPCORE empowers National Access Points (NAP) in defining and implementing standard procedures and strategies, strengthening their position and supporting steps towards creating European-wide solutions to facilitate the use of EU-wide data better.		
https://www.uitp.org/projects/napcore/	NAPCORE has been launched as a coordination mechanism to improve interoperability of the NAPs as the backbone of European mobility data exchange. NAPCORE enhances the interoperability of mobility-related data in Europe with mobility data standard harmonisation and alignment. Also, NAPCORE empowers NAPs in defining and implementing standard procedures and strategy, strengthening their position and supporting steps towards creating European-wide solutions to facilitate the use of EU-wide data better.		
	NAPCORE is coordinated by Bundesanstalt für Straßenwesen (BAS) and includes 35 other partners. Initially, the project will run until the end of 2024, but the goal is to establish a long-lasting and future-oriented platform organisation.		
	Accordingly, strong synergies exist with the project activities in WP 2 (Open Journey Planning in coordination with NAPs in Germany, Czech Republic, Poland, Austria, Slovenia, and Italy as NAPCORE project partners).		
	C.2.7 How does your project build on available knowledge?		
	Please describe the experiences/lessons learned that your project draws on, and other available knowledge your project capitalises on. If relevant, please specify the projects to be capitalised and which project partner(s) have been involved.		
	The project will build on available knowledge by capitalising the experiences and lessons learned from previous Interreg projects and initiatives related to sustainable mobility and regional development. Additionally, the project will capitalize on existing knowledge resources and networks such as the European Commission's Transport Research and Innovation Portal, the European Platform on Sustainable Urban Mobility Plans, and the European Green Vehicles initiative. The project will also collaborate with relevant national and regional research institutions, agencies, and National		

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Access Points to ensure that the latest research and knowledge is incorporated into project activities. Finally, the project will actively seek to build synergies with other EU and non-EU initiatives and projects, and national or regional programs supported by EU funds, to ensure maximum impact and avoid duplication of efforts.			
Selected relevant project summaries:			
1.) CE project "TRANS-BORDERS" The project, in which nine partners from five countries worked together on innovative solutions in cross-border passenger transport, came to an official conclusion with a final online conference. The focus was on two border regions: the border triangle of Saxony, Lower Silesia in Poland and the Liberec region in the Czech Republic. The second region under investigation lies on the border between Carinthia and Slovenia. Visible results were achieved in both regions. In addition to concrete agreements to harmonize cross-border connections in the Saxon-Czech-Polish border triangle, new services were also initiated. An example of this is the new bus line between Zittau and Bogatynia. https://www.interreg-central.eu/Content.Node/TRANS-BORDERS.html			
2.) Interreg Alpine Space project "LinkingAlps" (+ LinkingDanube) Cross-border travelling often faces the problem that travel information for the entire route is not visible at a glance. In most cases, travellers have to switch between the information systems of the different operators, regions or countries in order to plan their entire journey. The LinkingAlps project addresses this problem in the Alpine Space. The aim is to create a standardised exchange service of travel information between the individual travel information service providers. In this way, information can be exchanged between the individual information systems and compiled into a continuous travel chain. Travellers can thus view the entire trip from start to destination on a single service. The recently completed LinkingDanube project has proven the feasibility of a uniform exchange of information in the form of the Open Journey Planner (OJP) developed in the project. Now LinkingAlps will bring OJP to the next level by providing an operational service in the Alpine Space. https://www.alpine-space.org/projects/linkingalps/en/home			
3.) Interreg project CROSSMOBY The CROSSMOBY project addresses the challenge of improving capacity in sustainable mobility planning and providing cross-border public transport links based on a robust institutional cooperation approach to achieve concrete results for citizens in the Programme area, including in terms of reducing transport emissions. The main objective of the project is to set up new sustainable crossborder transport services and to improve mobility planning within the whole area. The expected substantial changes will take the form of testing new rail passenger services and a new approach to mobility planning, applied to a limited number of pilot projects. The main outputs of the project are the reactivation of cross-border rail passenger services and a cross-border strategic action plan on sustainable mobility. In addition, in order to address the lack of sustainable mobility options and to improve accessibility across borders, cross-border cooperation proves to be necessary where the competent authorities and other organisations in Italy and Slovenia are able to develop services in a coordinated manner. https://2014-2020.ita-slo.eu/crossmoby			
4.) "Study on providing public transport in cross-border regions – mapping of existing services and legal obstacles" (DG REGIO, 2021) Adding to previous analyses on the infrastructure for cross-border public transport, this study			

concentrated on analysing cross-border public transport services (CBPT). It presents an inventory of CBPT routes and services as of 2019/2020, which can be accessed in a web viewer and analyses the availability of these services in EU border regions. The analysis shows that the availability of services and their modes differ heavily across the EU, with some border areas lacking any CBPT despite potential demand. The study analyses the obstacles and solutions related to the provision of CBPT and illustrates these more in-depth in 31 case studies, including one implemented as part of the TRANS-BORDERS project (Zittau-Bogatynia).

www.crossbordertransport.eu

C.3 Project partnership

What is the rationale of the partnership composition and how are partners complementary to each other? Please describe the structure of your partnership and why the involved partners are needed to implement the project and to achieve the project objectives.

The chosen partnership is based on the successful and fruitful cooperation from the TRANSBORDERS project (06/2017 to 11/2020). The two border regions represented by the partnership face similar challenges and are located away from the major agglomerations and transport corridors. In comparison to the previous project, it has been possible to extend the partnership in a way that both the thematic scope will be enhanced and the geographical area was varied representing new aspects of cross-border mobility.

The Northern project area with the bordering regions of Saxony (DE) and the Liberec region (CZ) as well as the Southern border triangle covered by Carinthia (AT), the Autonomous Region Friuli Venezia Giulia (IT) as well as the Koroška and Goriška region (SI). The partner structure contains regional authorities, regional agencies, and institutes as well as transport associations responsible for analysing, planning, and organising public transport in their region. The partners of each of the two border regions have existing working relations and have jointly elaborated the project approach for their border region. In addition to this, the existing partnership and project results from the previous TRANS-BORDERS project were used as a basis to develop the transnational approach of this project application, which can be summarized as follows:

On the one hand, the challenges for public transport in border triangles require more efforts for planning, coordination and implementation of integrated multimodal transport solutions than on the national level only. Therefore, the project offers the opportunity for partners from these border regions to collaborate. Thus, solutions can be developed and established independently to ensure territorial cohesion and at the same time achieve the objectives of the specific European territorial strategies.

On the other hand, the transnational cooperation of the two border triangles allows a more efficient work process, covering a wider spectrum of topics. Therefore, it can be assumed that the solutions to be developed under the complex conditions of two border triangles are more likely to be transferable to other border regions in Central Europe. Thus, the work plan and partnership will also focus on the transferability of results.

The partnership represents a wide spectrum of experience and competence in the fields of public transport and processing of passenger travel data. The work will not start from scratch but will be based on existing results of previous activities of the partners and external sources and best practices from other regions. This refers to all three fields of actions represented by the work packages, i.e. governance, open journey planning and implementation of smart public transport services. Therefore, the partnership will meet the requirements for more and direct outputs and for implementing sustainable solutions in multimodal cross-border public transport.

Every partner has experience in Interreg programmes, eight of them have worked in the Central Europe program, six have already collaborated in the previous project TRANS-BORDERS. 9 associated partners will support the project work, including the Lower Silesian Voivodship, one regional development agency as well as one regional association of municipalities. It is important to mention, that in fact two border triangle are covers, but in the northern project area, only German and Czech institutions act as financing partners whereas Polish stakeholders will be involved as associated

partners. This is due to the fact, that the planned cross-border open journey planner (OJP) approach as a key connecting element of the project logic can currently not yet be followed on the Polish side due to a lack of available data (both static and dynamic). Therefore, the German and Czech partners agreed to consider the later integration of the Polish part of the border triangle (i.e. Lower Silesia) in the planned solutions and to involve the relevant stakeholders and decision-makers as associated partners.

Accordingly, the key stakeholders for cross-border mobility in both regions are involved and are committed to the achievement of the project objectives.

C.4 Project work plan

WP number	Work package name
WP1	Regional analyses, stakeholder involvement, strategy building and action plans
WP2	Improvement of cross-border traveller information in border regions
WP3	Improvement of public transport stops and services in border regions

C.4.1 Work package 1

Workpackage number

WP1

Work package title

Regional analyses, stakeholder involvement, strategy building and action plans

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

The project objective of this working package is to develop a joint strategy and derived, tailored regional action plans for the two border regions that incorporate the introduction of digital mobility services and transport services in cross-border regions, with a particular focus on improving transport connections in rural and peripheral areas of Central Europe. This objective will be achieved through collaboration with stakeholders, including policymakers, transport providers as well as a sample of passengers in order to increase awareness, provide user-friendly interfaces, and integrate real-time travel information. The success of the project will be evaluated through regular monitoring and evaluation of the action plans, with the overall goal of improving the efficiency and convenience of public transport systems in the target regions, contributing to economic growth and social cohesion.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

The aim is to raise awareness and understanding of the advantages of innovative mobility services in border regions among relevant stakeholders, including transport providers, policymakers, and passengers. Active involvement and participation of transport providers and policymakers in the development of regional action plans will be encouraged. This can be achieved by providing user-friendly, comprehensive, and reliable digital services to improve the perception of passengers towards cross-border transport. To support the development and adoption of regional action plans, cooperation and knowledge-sharing between neighboring border regions and transport providers should be fostered.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 1.1

Title

Analysis on innovative mobility services to enhance the attractiveness of public transport in border regions

Start period

Period 1, 1 - 6

End period

Period 1, 1 - 6

Description

To elaborate a joint strategy and related regional action plans for the introduction of innovative mobility services in border regions it is essential to analyze the legal, technical, and organizational preconditions that may impact their implementation. By doing so, potential barriers will be identified and effective approaches to overcome them will be elaborated. The analysis will cover the conditions in the two project regions and will also reference (e.g. best practices) beyond this geographical scope. Thematically, the analysis will deal with multimodal traveller information systems (open journey planners (OJP)), PT services as well as the necessary infrastructure (access points such as mobility points). In general, the successful implementation of new digital solutions for cross-border transport requires a comprehensive and collaborative approach that involves the active participation of all relevant stakeholders. The analysis of the legal, technical, and organizational preconditions and potential obstacles will cover, among others, the following aspects:

Legal Preconditions

The legal preconditions for the implementation of innovative mobility services for cross-border transport must be carefully assessed to ensure that all relevant laws and regulations are being followed. This may include considerations such as jurisdiction, liability regulations, and legal agreements between countries or regions.

Technical Preconditions

The technical preconditions mainly refer to passenger information systems. This may include

Activity 1.1

an assessment of the current digital infrastructure and the availability of relevant technical interfaces for the transfer of dynamic travel data.

Organizational preconditions
The organizational preconditions include considerations such as coordination between transport providers and the development of clear policies and protocols for the use of digital solutions as well as the provision of harmonised ticketing solutions.

Identification of barriers to implementation
Once the legal, technical, and organizational preconditions have been assessed, it is important to identify any potential obstacles that may arise during the implementation of innovative mobility services. This may include issues such as resistance from stakeholders, and funding constraints.

Recommendations for implementation
To overcome any obstacles that may arise, it is important to develop workable results that are tailored to the specific needs and characteristics of each of the two border regions. This may include measures such as awareness-raising campaigns to promote the benefits of digital solutions, the development of training programs for transport providers, or the establishment of cross-border partnerships to share knowledge and expertise.

Deliverables 1.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.1.1	Analysis report on innovative mobility services for cross-border public transport	Comprehensive analysis of legal, technical, and organizational preconditions to development, implementation, and utilization of digital service in cross border public transport. References from solutions on national level to cross-border level, covering issues of interoperability, data transfer etc.	Period 1 , 1 - 6

Activity 1.2

Title	Joint transnational strategy building
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12
Description	Creating a transnational strategy comprises several steps, which will vary depending on the analysis report and project partners' goals. The transnational strategy serves as a comprehensive framework guiding the collaborative efforts of all project partners towards achieving common objectives in enhancing cross-border public transport and access to the TEN-T network. It prioritizes the integration of digital passenger information, innovative mobility points/public transport stops, and access and demand-responsive transport solutions to address identified mobility challenges effectively. Key components of the strategy include: Objective Alignment: The transnational strategy aligns closely with the project's primary thematic aims of enhancing cross-border public transport and access to the TEN-T network. It ensures that initiatives are strategically planned and implemented to promote seamless connectivity and accessibility across borders. Stakeholder Engagement: The strategy emphasizes stakeholder involvement to foster collaboration among project partners, regional authorities, and relevant stakeholders. By incorporating diverse perspectives, the strategy aims to develop tailored solutions that address specific mobility needs and preferences. Peer Review Process: Similar to the regional action plans, the transnational strategy undergoes a peer review process to ensure its quality, relevance, and alignment with project objectives. Experts and representatives provide feedback and recommendations for improvement, facilitating continuous refinement and optimization.

Activity 1.2

Customized Approaches: Recognizing the diverse challenges and opportunities across participating regions, the strategy adopts tailored approaches to enhance cross-border public transport and access to the TEN-T network. It prioritizes the integration of digital technologies, innovative mobility points /public transport stops, and demand-responsive transport solutions to meet evolving mobility demands.

Roadmap for Implementation: The transnational strategy serves as a roadmap for the coordinated implementation of activities aimed at improving digital solutions in cross-border public transport and redesigning stops. It delineates specific measures, timelines, and responsibilities to guide collaborative action and ensure effective execution.

By incorporating these elements, the transnational strategy provides a clear and structured framework for advancing project objectives, fostering collaboration, and driving tangible improvements in cross-border mobility and access to the TEN-T network.

Deliverables 1.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.2.1	Strategy building methodology	The document will describe a structured process of developing a clear, thoughtful, and effective strategy to achieve the goals and visions of the project. It involves the current project situation, identifying goals, and developing strategy options.	Period 2 , 7 - 12
D.1.2.2	Transnational strategy on improvement of public transport in border regions	Transnational strategy focuses on enhancing cross-border transport, TEN-T access, digital info, innovative stops, and demand-responsive transport. (see O1.1)	Period 2 , 7 - 12

Activity 1.3

Title Transnational working groups

Activity 1.3

Start period	Period 1, 1 - 6
End period	Period 5, 25 - 30
Description	To engage relevant stakeholders and encourage their active participation in the project, the LP will develop a stakeholder engagement strategy outlining the project goals, objectives, benefits, and opportunities. The project partners will identify key stakeholders based on the analysis report, including representatives from public transport authorities, cross-border institutions, EGTCs, NAP agencies, and public transport operators in their partner regions. Working groups consisting of representatives from relevant transport authorities, cross-border institutions, EGTCs, NAP agencies, and public transport operators in the border regions will be formed based on the identified stakeholders. These groups will have a crucial role in ensuring active stakeholder involvement, providing input and feedback throughout the project, and facilitating knowledge exchange and cooperation among stakeholders. Regular meetings and workshops will be planned to discuss progress, share best practices, and address any challenges. The stakeholder working groups will play a crucial role in the success of the project and will be involved in mid-term project evaluation, justification of measures to ensure the achievement of project objectives, and drafting of regional action plans. An internal mid-term project evaluation driven by stakeholders will assess the project's progress to date, identifying areas that need improvement and areas that are performing well. Justification measures will ensure that the project objectives are met, and the drafting of regional action plans will ensure that the introduction of digital mobility services meets the needs and expectations of the local population. Through the activities of the stakeholder working groups, the project will ensure the active involvement of all stakeholders and the development of effective regional action plans. This will help to improve transport connections and services in rural and peripheral regions in Central Europe, making public transport services more

Activity 1.3

accessible and user-friendly for everyone.			
The successful establishment of stakeholder working groups aims to maintain and further develop the structures found beyond the end of the project and to integrate them into existing forms of cross-border cooperation.			
Deliverables 1.3			Delivery period
Deliverable Number	Deliverable title	Deliverable description	
D.1.3.1	Stakeholder engagement strategy	Strategy describes the identification and activation of stakeholders from the target groups and how will establish stakeholder working groups to accompany the project and take on tasks like mid-term evaluation, drafting regional action plans, and potential analysis.	Period 1, 1 - 6
D.1.3.2	Stakeholder working groups	Working groups will be formed to accompany the project. These working groups will consist of representatives from relevant transport authorities, cross-border institutions, European Groupings of Territorial Cooperation (EGTCs), national access point agencies, and public transport operators. (s.01.3)	Period 4, 19 - 24
D.1.3.3	Midterm evaluation	Midterm evaluation involves stakeholders in a self-evaluation to assess project progress and identify necessary adjustments for achieving objectives.	Period 4, 19 - 24
D.1.3.4	2. Stakeholder Workshops	Workshops will be held both on a regional level. Workshops aim to bring together stakeholders to discuss and evaluate proposed measures. The workshops will allow stakeholders to share knowledge and collaborate.	Period 4, 19 - 24
D.1.3.5	Draft of 2 Regional Action Plans	Drafting of Regional Action Plans for the border regions of AT /SI/IT and CZ/DE with the stakeholders and associated partners involved.	Period 4, 19 - 24
D.1.3.6	2 Dialogue forums "Future Cross-border mobility and public transport"	Future forms and services of cross-border public transport in the Age of digitalisation Challenges for the three-country regions DE/PL/CZ and AT/IT /SI to establish contacts and seek solutions together in open, constructive discussion.	Period 5, 25 - 30

Activity 1.4

Capitalisation plan	
Title	
Start period	Period 4, 19 - 24
End period	Period 5, 25 - 30
Description	The potential analysis aims to assess the potential impact of the project results, identify measures to achieve leverage effects in the project regions, and derive recommendations for action. This includes an assessment of the potential impact of digital mobility solutions such as improved digital travel information systems and innovative concepts for the design of future mobility points. The analysis also aims to bring regions and cities together beyond borders to find fitting solutions for their citizens, in a fair and equal way everywhere. By identifying and sharing best practices, the project will help to facilitate the introduction of digital mobility solutions and improve cross-border public transport services.

Deliverables 1.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.4.1	Capitalisation plan report	The capitalization analysis study is foreseen to identify several project outcomes with significant potential. To achieve maximum leverage effects, it recommended the adoption of cross-border cooperation initiatives and the implementation of policy measures.	Period 5, 25 - 30

Activity 1.5

Regional Action Plans	
Title	
Start period	Period 4, 19 - 24
End period	Period 5, 25 - 30
Description	The development of regional action plans is a crucial step in the implementation of the project objectives. To ensure their quality and relevance, a peer review process is conducted. The peer review

Activity 1.5

focuses on the original project objectives, as well as those of WP2 and WP3. Additionally, it reviews the drafts of the regional action plans that have been developed with the participation of stakeholders. The review is conducted by experts and representatives from the project partner organizations, who provide feedback and recommendations for improvement. The feedback is used to finalize the regional action plans, which outline the specific measures and activities to be undertaken in each region to achieve the project objectives. The regional action plans are tailored to the needs of each region, taking into account the specific challenges and opportunities of the local and regional context. The plans provide a roadmap for the implementation of activities for the improvement of digital solutions in cross-border public transport and the necessary redesign of the stops and serve as a basis for collaboration and coordination between the project partners, stakeholders, and regional authorities.

Deliverables 1.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.5.1	1 Peer review meeting in Klagenfurt	Discussion of how the project goals and objectives have evolved or changed, Discussion of the drafts of Action Plans; Brainstorming of potential improvements to the project goals and regional action plans How to address challenges and identification of potential action items and responsible parties	Period 5 , 25 - 30
D.1.5.2	2 Plans on cross-border public transport enhancement initiatives	Finalisation of the Regional Action Plans for Carinthia, Friaul, Koroska, Saxony and the Liberec region (see 01.2)	Period 5 , 25 - 30
D.1.5.3	Adoption of regional actions plans on cross-border public transport enhancement initiative	Final conference with policymakers and stakeholders with the adoption of regional action plans	Period 5 , 25 - 30

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 1.1

Output title	Transnational strategy on improvement of public transport in border regions
Programme output indicator	RC083_3.1: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 2, 7 - 12
Output description	The transnational strategy prioritizes improving c-b PT and access to the TEN-T network through digital passenger information and innovative mobility points /stops. It also emphasizes enhancing accessibility with demand-responsive transport solutions. These objectives are reflected in regional action plans, tailored to address the unique challenges and opportunities of each participating region. Through a peer review process involving experts and stakeholders. D.1.2.2.

Output number 1.2

Output title	Cross-Border Transport Enhancement Initiative
Programme output indicator	RC083_3.1: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	2,00
Delivery period	Period 5, 25 - 30
Output description	Cross-Border Transport Enhancement Initiative outlines tailored measures to achieve project objectives, considering the unique needs and challenges of AT/S/IT and CZ/DE border regions. They guide the implementation of digital solutions in cross-border public transport and mobility point transformation, promoting collaboration among project partners, stakeholders, and regional authorities. Peer review by experts ensures the plans align with project goals and WP2 and WP3 objectives. D.1.5.2

Output number 1.3

Output title

Programme output indicator

Measurement unit

Output target value

Delivery period

Output description

Stakeholder working groups

RCO87_3.1: Organisations cooperating across borders

organisations

19,00

Period 1, 1 - 6

Stakeholder working groups actively engage all stakeholders, facilitating effective regional action plans. The project enhances transport connections and services in rural and peripheral areas of Central Europe, promoting accessible and user-friendly public transport. The aim is to sustainably establish and integrate these working groups into existing cross-border cooperation structures beyond the project's conclusion.

Output number 1.4

Output title

Programme output indicator

Measurement unit

Output target value

Delivery period

Output description

Enhanced Cross-Border Cooperation and Mobility in Peripheral Areas

RCO120_3.1: Projects supporting cooperation across borders to develop urban-rural linkages

projects

1,00

Period 1, 1 - 6

The project aims to address these challenges through the joint development of pilot actions and solutions in the fields of cross-border open traveler information systems, as well as the implementation of concepts for smart public transport stops and bus services dedicated to the conditions of rural and peripheral areas. In total, the project supports cooperation across borders to develop urban-rural linkages.

Investments

C.4.1 Work package 2

Workpackage number

WP2

Work package title

Improvement of cross-border traveller information in border regions

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

WP2 focus on better access to cross-border PT & on-demand transport services in the pilot regions (PR) by improving availability, quality & accessibility of cross-border traveller information services (TIS), making use OJP, fostering seamless travelling with sustainable modes in CE. In this way also accessibility of less connected, rural/remote areas & their connectivity to main transport corridors can be increased. WP2 tackles the improvement of the quality of travel data (e.g. increasing availab. of RT data, correctness & completeness of static data) as a basic task, while main focus is on improving existing TIS in the PR, making use of the novel "OJP" approach. WP2 focus on interlinking existing, operational reg. & nat. TIS in the PR. Previous developments & know-how is exploited for specific improvements in the PR (EDITS, LinkingAlps.). Transfer of know-how & results for further development of improved cross-border collab. & seamless mobility in CE will be core of the activities.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

WP2 will increase awareness & understanding of the benefits of OJP as tool for fostering seamless cross-border mobility in CE with sustainable modes like PT among relevant stakeholders, such as transport operators. It will influence the attitude of reg. & nat. transport authorities (policy level) on digital supporting measures for cross-border mobility, like easily accessible and high qualitative cross-border TIS.

It will encourage the use of the OJP based TIS in the pilot area among public transport users, particularly commuters & tourists. Furthermore, will it foster collaboration and cooperation among relevant stakeholders for the development & implementation of advanced cross-border TIS. The target groups for these communication objectives include transport operators and mobility service providers, TIS providers, regional and national transport authorities, tourism organizations, and other relevant stakeholders involved in the development and implementation of the cross-border TIS

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 2.1

Title	Transfer of knowledge on OJP and evaluation of existing traveller information services in the pilot regions		
Start period	Period 1, 1 - 6	Period 3, 13 - 18	
End period			
Description	The activity covers the starting point for WP2 by aligning the knowledge and getting a deeper insight into the technical state-of-the-art in the regions. In the first phase, the pilot regions evaluate the available services, especially regarding geographical and data-related coverage (e.g. regarding the availability of on-demand transport services), quality of the available data (especially static data like timetable information and RT data), already existing OJP interfaces, evaluation of existing OJP profiles. The second parallel task in A2.1. is the knowledge exchange on OJP implementation based on previous experience. OJP (Open API for distributed Journey Planning) is also known as "Linking of services" and is laid down in the Delegated Regulation 2017/1926 "Provision of EU-wide multimodal travel information services". It refers to the technical of TIS via a standardised interface, setting up a distributed traveller information service. In this way routing results (not data), are exchanged, using a harmonised technical interface (API) implemented at each journey planner based on the CEN/TC 17118:2018 standard for "Open API for Distributed Journey Planning" (=OJP), which enables the linking of different isolated services without any physical integration into one central database. The know-how already gained in previous projects (like LinkingAlps, OJP4Danube, EU-Spirit) will be shared in short webinars and 2-3 internal learning sessions within the consortium to align the know-how (regulatory framework and general principles of OJP, technical session(s) focusing on main technical aspects). There will also be an exchange		

Activity 2.1

workshop between the PP and institutions from the LinkingAlps Beta-Phase in the Alpine region, which is at the time of the exchange finalise a long-term friendly-user test of a OJP service in the Alpine Region. This exchange will specifically help to get a deeper insight into the challenges and possibilities of OJP implementation.			
A2.1. will align knowledge and will specify the technical tasks in the upcoming activities.			
Deliverables 2.1			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.1.1	Analysis Report on the state-of-the-art of traveller information services in the pilot regions	The analysis report covers the description of the actual existing available services in the regions, availability data, data quality, and OJP interfaces.	Period 2 , 7 - 12
D.2.1.2	Documentation Report on the intra-organisational learning sessions on OJP implementation	The report includes the overall approach, as well as the implementation of the know-how transfer in relation to OJP and the organised intra-organisational learning sessions. It will as well cover the actual data, format, content, participants and main discussion points of the learnings sessions.	Period 3 , 13 - 18
Activity 2.2			
Title	Improvement of data quality in the pilot regions		
Start period	Period 2, 7 - 12		
End period	Period 5, 25 - 30		
Description	Depending on the state-of-the-Art (outcomes of A. 2.1) this activity will cover improvements related to the availability of real-time information (where possible e.g. in the area of Carinthia), digitalisation, availability, correctness and completeness of static traveller information (e.g. regarding the timetable information or transport infrastructure like stations)		

Activity 2.2

in the considered traveller information services, as well as the availability of information regarding on-demand transport options and alternative modes in the pilot regions.

Pilot regions mentioned here are on the one hand the involved regions in Austria (Carinthia), the region of Northern Slovenia and - if possible based on the status of regional developments and the actual state-of-the-art and availability of the static traveller information at the time of the start of the activity - the region of Friuli-Venezia-Giulia in Italy. Also, for the border area covered by the Saxony and Liberec region, the data quality will be the focus of the activity, depending also on the current status and outcomes of A.2.1. The activities will on the one hand dive deeper into the actual provision of high-quality data. The improvement of the real-time data for the technically more advanced partners will cover e.g. improvements in the collection of real-time data and ensuring the provision in the sensitive areas around the borders (e.g. like in Carinthia and Northern parts of Slovenia). In the case of Carinthia, the improved real-time data will be made available via the traffic information in Austria to the travellers in the area at the end of the activity.

Deliverables 2.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.2.1	Report on improvements in data quality in the involved regions	D.2.2.1. provides an overview of the starting point and the actual improvements that were done in relation to the data quality or correctness & completeness of data, as well as the enhancements related to real-time data, incl. documentation of the improved services (comparison before-after)	Period 4, 19 - 24

Activity 2.3

Title

Development and improvement of OJP based cross-border traveller information services in the pilot regions

Start period

Period 2, 7 - 12

End period

Period 5, 25 - 30

Activity 2.3

Description

Depending on the starting point concerning available travel information in the two project regions, this activity covers on the one hand the necessary technical developments and improvements to enable an OJP-based cross-border traveller information in the pilot regions. It covers also external expertise in regard to software development. This activity is quite resource intensive in terms of staff costs for the internal and external expertise costs for the external technical experts. In particular, this activity will contain the following topics: For the pilot region AT-IT-SI the linking of the existing OJP passive node in Austria to the active OJP node in Slovenia will be done, also covering the functionality testing. Depending on the actual outcome of the state-of-the-art and the actual regional developments regarding the availability of the relevant data in the region of Friuli (acc. to A.2.1.), the preparation of the integration of the region of Friuli-Venezia-Giulia into the existing OJP ecosystem in the triangle of Austria, Italy and Slovenia is envisaged, also including Exchange Point matching and definition in the cross-border area between IT and AT and SI as a crucial task for the service quality is part of the activity. The decision of FVG can be involved in the actual OJP development is outside of the project's area of influence. However, different options have been considered in advance and will be evaluated due to the actual SoTA.

For the cross-border area between Saxony (DE) and Liberec region (CZ), this activity covers as well the development of an OJP service including the development and improvements of relevant OJP interfaces, exchange point matching and definition and technical testing. Based on the results of these measures, an extension of the OJP functionalities to the neighbouring Usti region will be examined. Another focus in the Northern border region will be the definition of technical and administrative preconditions for the extension of the OJP functionalities to be developed to the neighbouring Polish region of Lower Silesia.

In the triangle between Carinthia (AT) – Friuli-Venezia-Giulia (IT) and Northern Slovenia the partnership will make use of the developments and learnings of previous projects like LinkingAlps and

Activity 2.3

improve the specific services in the pilot area based on that. In the cross-border pilot between Saxony (DE) and Liberec (CZ) partners will also make use of the DELFI service and OJP4Danube experiences in CZ. This is the core activity related to technical development in WP2.

Deliverables 2.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.3.1	Pilot Action developed /improved OJP in the pilot area Carinthia-FVG-Northern Slovenia	The PA report focuses on the jointly develop. PA in AT-SI (esp. focusing on RT data & on-demand transport) and (if possible due to basic data availability) the triangle Carinthia – FVG-Northern SI covering c-b TIS based on static data, showing technic. developments & implementation & technical testing	Period 4 , 19 - 24
D.2.3.2	Pilot Action developed /improved OJP in the pilot area Saxony - Liberec region	Similar to D.2.3.1, this PA report will cover the other jointly developed pilot action, including the first implementation, test & demonstration of c-b traveller information between Saxony and Liberec, based on the OJP approach, with a major focus on the first implementation of OJP interfaces.	Period 4 , 19 - 24

Activity 2.4

Title	Demonstration, User testing, evaluation of the OJP based cross-border traveller information services in the pilot regions
Start period	Period 2, 7 - 12
End period	Period 5, 25 - 30
Description	This work package covers on the one hand the actual testing and demonstration of the developed or improved cross-border traveller information services with dedicated focus groups, the evaluation of results, and a documentation of the results and outcomes. The actual demonstration covers the technical demonstration and documentation for the specific defined use case. Therefore A.2.4. will already start in parallel to the development work defining a

Activity 2.4

demonstration plan and the demonstrated use cases (technical use case, as well as end-user related use cases). The project will build on previous learnings. Also, outcomes of previous activities will be considered for the use cases, e.g. routes based on real-time data information will be demonstrated or on-demand services). These will be documented in D.2.4.1 and D.2.4.2.

The end-user application will be tested together with a specific focus group to give feedback. This will be organised also in various kinds of events. At least 1 focus group in each region will be addressed.

The results of the user testing and the technical tests will be included in a technical pilot action report (D.2.4.3. and D.2.4.4)

Deliverables 2.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.4.1	Demonstration plan for the pilot area AT/SI/IT	D.2.4.1. is the basis for the conduction of the demo & evaluation activities in A.2.4. It contains agreed use cases as a basis for the demos in the PA. It covers roles & responsibilities, time plan, approach for demos, involved services & concrete use cases to be covered by the different PA.	Period 3 , 13 - 18
D.2.4.2	Demonstration plan for the pilot area DE/CZ	D.2.4.2. is the basis for the conduction of the demo & evaluation activities in A.2.4. It contains agreed use cases as a basis for the demos in the PA. It covers roles & responsibilities, time plan, approach for demos, involved services & concrete use cases to be covered by the different PA.	Period 3 , 13 - 18
D.2.4.3	Solution report on the demonstration of OJP-based cross-border TIS in the pilot area AT/SI/IT	D.2.4.3 summarizes the conducted demo activities (used methods & tools) and - more importantly - provides a summary of the results (e.g. from the focus group feedback & technical tests). It gives insight into the fulfilment of the objectives (use cases) and the quality of the developed service.	Period 4 , 19 - 24
D.2.4.4	Solution report on the demonstration of OJP-based cross-	D.2.4.4 summarizes the conducted demo activities (used methods & tools) and - more importantly - provides a summary of the results (e.g. from the focus group feedback & technical tests). It gives insight into the	Period 4 , 19 - 24

Deliverables 2.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
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border TIS in the pilot area DE/GZ fulfilment of the objectives (use cases) and the quality of the developed service.

Activity 2.5

Title	Recommendations for improved traveller information services in Central Europe
Start period	Period 3, 13 - 18
End period	Period 5, 25 - 30
Description	This activity develops recommendations for further actions for the improvement of seamless, cross-border mobility in Central Europe with a specific focus on cross-border traveller information and digitalisation aspects related to cross-border mobility services in Central Europe, taking into account the state-of-the-art analysis, the learnings on the improvement of the data quality and the outcomes of the evaluation of the pilots for OJP based cross-border traveller information in the pilot areas and relevant European wide developments, trends and upcoming changes due to regulation (e.g. in relation to MMTIS and MDMS).

These recommendations will cover on the one hand aspects dedicated to the regions in Central Europe and on the other hand specific actions for improving the cross-border traveller information in Central Europe targeting the transport service providers.

The recommendations will feed on the one hand into the action plans developed in WP1 and will on the other hand used for further dissemination and exploitation activities in A.2.6.

Deliverables 2.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.5.1	Recommendations for	Summary of recommendations developed in A.2.5, based on the SoTA analysis, learnings & outcomes of A.2.2. &A.	Period 5, 25 - 30

Deliverables 2.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
	upgrading traveller information services in Central Europe	2.3., feedback&insights from A.2.4, & relevant EUwide developments & upcoming changes (e.g. in relation to MMTIS & MDMS). It feeds into the action plans in WP1 & is used for A.2.6	
D.2.5.2	Recommendations for setting up new traveller information services in Central Europe	Summary of recommendations developed in A.2.5, based on the SoTA analysis, learnings & outcomes of A.2.2. &A. 2.3., feedback&insights from A.2.4, & relevant EUwide developments & upcoming changes (e.g. in relation to MMTIS & MDMS). It feeds into the action plans in WP1 & is used for A.2.6	Period 5, 25 - 30

Activity 2.6

Title	Exploitation of WP2 results and dissemination
Start period	Period 4, 19 - 24
End period	Period 5, 25 - 30
Description	The activity will focus on the communication and dissemination of the activities related to WP2, as well as the transfer of learnings & know-how to the appropriate target groups, like transport operators and travel information services, but as well as regional and national transport authorities. Next to specific presentations at thematic relevant congresses and national stakeholder events on the one hand and the development of a thematic information brief on the other hand, the activity aims for direct interaction with potential future adopters and end users (travellers). Therefore three workshops/events will be organised in the frame of the activity. 1 workshop in each pilot area with direct testing and feedback opportunity, combined with relevant basic information on OJP for a professional audience, 1 workshop dedicated to testing opportunities of the general public, making use of interacting formats, e.g. like a treasure hunt, using the cross-border traveller information service developed. Also, it will be

Activity 2.6

considered to combine an interactive event for the general public with the demonstration of the transport services as developed in WP3.

The information brief will be used as one communication tool, summarizing key facts and major learnings for implementing OJP as a tool for improved cross-border services for the area of Central Europe. The specific characteristics of regard to (decentralised) cross-border journey planning will be the starting point and main orientation marks for the factsheet. The target group for the information briefs are mainly future OJP adopters in CE (traveller information service providers), to have an easy access "guideline" to dive into OJP as one tool within the area of cross-border mobility.

Deliverables 2.6

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.6.1	Information brief: OJP as a tool for improved cross-border travel information services	Information brief summarizes key facts & major learnings for implementing OJP as a tool for improved c-b services in CE, considering the characteristics of CE & current development status regarding (decentralised) c-b journey planning. The brief describes transferability and durability of solutions.	Period 5 , 25 - 30
D.2.6.2	Report on stakeholder events	D.2.6.2. summarizes the concept & the actual implemented stakeholder events, as described in A.2.6. It provides an overview of the events, methodology, participants & major outcomes, and ad documentation as input for further communication activities like newsletters, social media posts, videos, ..	Period 5 , 25 - 30

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 2.1**Output title**

Improved digital cross-border travel information for Public Transport passengers in the pilot area AT/SI/IT

Output number 2.1**Programme output indicator**

RC084_3.1: Pilot actions developed jointly and implemented in projects

Measurement unit

pilot actions

Output target value

1,00

Delivery period

Period 4, 19 - 24

Output description

This pilot action demonstrates the jointly & transn. improved c-b TIS based on OJP in the pilot area AT/SI/IT. This pilot is implemented based on the existing OJP development status in the pilot region focusing on further developing the already existing OJP services. This includes upgrades on real-time data and information of on-demand transport options and improvements on the overall functionalities. Based on D.2.3.1, the output describes the technical developments and upgrades.

Output number 2.2**Output title**

Improved digital cross-border travel information for Public Transport passengers in the pilot area DE/CZ

Programme output indicator

RC084_3.1: Pilot actions developed jointly and implemented in projects

Measurement unit

pilot actions

Output target value

1,00

Delivery period

Period 4, 19 - 24

Output description

Based on D.2.3.2 this pilot action demonstrates the jointly & transn. developed c-b TIS based on OJP in the pilot area DE/CZ. In contrary to O2.1 this pilot sets up an OJP service in the pilot region from scratch, based on the regional pre-conditions. The focus lies on initial technical implementations and definitions, including OJP interfaces and exchange point matching processes, enabling seamless c-b travelling in the pilot area with basic functionalities.

Output number 2.3**Output title**

Cross-border travel information service based on OJP in the cross-border region AT/SI/IT

Programme output indicator

RC0116_3.1: Jointly developed solutions

Output number 2.3

Measurement unit	solutions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	As demonstrated in the pilot (O.2.1) the project will improve the decentralised c-b TIS based on the OJP approach in the AT/SI/IT region. By further developing the existing OJP services, covering upgrades on real-time data and information of on-demand transport options the users will be able to plan their c-b journeys based on dynamic data and multimodal solutions. Based on D.2.5.1. the output describes the transferable and scalable solution for other c-b regions in CE.

Output number 2.4

Output title	Cross-border travel information service based on OJP in the cross-border region DE/CZ
Programme output indicator	RC0116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	As demonstrated in O.2.2 the project sets up a new decentralised c-b TIS based on the OJP approach in the DE/CZ region. Setting up the OJP service from scratch the state of development will differ from O.2.3, as the main focus lies on initial technical implementations. The users will have an improved travel planning experience by being presented their whole c-b route at one glance. Based on D.2.5.2. the output describes the transferable and scalable solution for other c-b regions in CE.

Investments

C.4.1 Work package 3

Workpackage number

WP3

Work package title

Improvement of public transport stops and services in border regions

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

The WP 3 aims to enhance cross-border public transport services by modernizing and upgrading bus stops to high-quality mobility points and improving cross-border connections, including demand-responsive and flexible services. This enhancement will include the integration of multimodal nodes to facilitate seamless transfers between different modes of transportation. Innovative patterns, such as improved accessibility, will be implemented to enhance the quality and accessibility of the service. This comprehensive approach will facilitate the movement of passengers between neighboring countries, including access to urban nodes and EU transport corridors. Consequently, the planned pilots and solutions will significantly contribute to the economic growth and attractiveness of touristic areas. Ultimately, the outcomes of this WP represent a significant step towards developing a sustainable and efficient public transport network that benefits both residents and tourists.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

The project aims to raise awareness and foster understanding among key stakeholders and the general public regarding the significance of enhancing cross-border public transport connections and facilities, with a focus on improving the quality and accessibility of stops within the project area. The target audience for this objective encompasses various groups, including local and regional authorities responsible for PT planning and infrastructure development, operators, their employees, passengers utilizing cross-border public transport services, business associations, chambers of commerce, tourist organizations, travel agencies, environmental groups, as well as media outlets and journalists specializing in transportation and mobility topics. By engaging and informing these stakeholders, the project strives to generate support and cooperation for the advancement of cross-border public transport, contributing to improved mobility, sustainability, and economic development in the region.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 3.1

Title	Analysis of the existing stop infrastructure and related public transport services in border regions
Start period	Period 1, 1 - 6
End period	Period 2, 7 - 12
Description	Public transport stops typically include a shelter to protect passengers from the weather, a sign indicating the route and paper schedule of the bus service, and a bench or seating area for waiting passengers. The condition of the bus stops may vary depending on the location and frequency of use. In some cases, bus stops may be well-maintained with amenities such as lighting and trash bins, while in other cases they may be basic with minimal facilities. The location of stops is typically determined based on the demand for public transportation in a given area. They are usually located along major thoroughfares or in areas with high population density to ensure that they are easily accessible to passengers. In border regions, the location of bus

Activity 3.1

stops may also be influenced by factors such as proximity to border crossings and the availability of transportation services on the other side of the border.

The analysis to be carried out will investigate the conditions of the bus stops in the border regions of the partners, how they are equipped, how they are used, and what additional services are available on-site. It is intended to further analyze which plans for renewal or expansion of these bus stops do exist. Additionally, it will be determined whether sufficient media connections and expansion areas are available and who the owners of these bus stops are.

Deliverables 3.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.1.1	Joint methodology for analysis	LP in coordination/with the support of WPL (and all involved PPs) elaborates joint methodology for the analysis of the existing PT services and bus stop infrastructure in the border regions.	Period 1, 1 - 6
D.3.1.2	Analysis of public transport stops and services	Analysis on PT services and on bus stop infrastructure in the two border regions according to the methodology of D. 3.1.1.	Period 1, 1 - 6
D.3.1.3	Preparing investment plans for future public transport mobility points	Elaboration of investment plans for mobility points (bus stops) with references to transnational relevance, benefiting groups, locations, technical and legal requirements, and ownership to concretise the pilot activities and estimate the costs precisely.	Period 2, 7 - 12

Activity 3.2

Title	Drafting solutions and pilot actions
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12
Description	This WP is planned to deal with the identification and planning of solutions for the optimisation of the

Activity 3.2

bus stop infrastructure and improved cross-border bus services, including the integration of digital support (TIS/OJP). As far as bus stops are concerned, the approach will be to upgrade conventional bus stops in rural areas such as border regions into mobility and supply stations. The objective of the toolbox to be developed is to improve the visibility of public transport in rural areas; to support the implementation of demand-responsive and flexible services as well as digitalisation to facilitate social inclusion. The toolbox is planned to contain a catalog for modular and scalable installation of these modern mobility points. The concept is based on an existing approach in Saxony, which will be developed further and will be adapted to the conditions of the two project regions with components to be transferable also in other parts of Central Europe. The toolbox will cover - among others - the following aspects:

- Demand and requirements (stop configurator)
- Functional modules (e.g., TIS, bike/car/scooter sharing, parcel box, snack/food dispenser, interactive information screen)
- inclusion of political decision-makers and approval authorities
- Participation of target groups (passengers and other citizens, e.g., for additional service components)
- development and financing concept
- communication/ public relations
- planning and permit
- implementation/construction
- start of operation
- evaluation

A further thematic complex will deal with the identification of flexible and innovative cross-border bus services in the participating regions, considering also external good practices. This will lead to the development of a decision-making tool for the planning and implementation of these services. These cross-border bus services are intended, among other goals, to increase multimodality, thereby strengthening rail connections.

The development of both tools (i.e. for stops and services) will be accompanied by intensive

Activity 3.2

stakeholder involvement, in particular political decision-makers, public transport operators, approval authorities, internet, and electricity providers (e.g., for loading infrastructure), municipalities (which usually own the stops and the related land plots). This will be carried out through workshops in presence, video conferences, and expert interviews.

Deliverables 3.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.2.1	Toolbox for construction and upgrade of mobility points in border regions under digital aspects	Joint methodology of different approaches to building and renewing the mobility points (bus stops) in all involved regions/countries. Legal frame, technical norms, and real cases. Recommendations for installing digital devices and their SW background and utilities. PPs SMWA, ZVON, KORID, AKL, FVG	Period 2 , 7 - 12
D.3.2.2	Identification and planning of improved and innovative cross-border bus services.	Bus services planning in the cross-border area of Gorizia /Nova Gorica, developed under an IT/SI cross-border cooperation platform, and assessing the possibility of using E-buses. PPs: FVG, PRC	Period 2 , 7 - 12
D.3.2.3	Decision-making tool for implementation of modern cross-border bus services	Based on analysis of pilot area decision-making tool for bus services planning in the cross-border area will be developed under the SI/AT cooperation with focus on improving inadequate accessibility between different modes of transp. with aspect of connecting existing intermodal points PP RRA (03.1)	Period 2 , 7 - 12
D.3.2.4	Identification and planning of a pilot cross-border bus line SI /AT/IT.	Bus services planning in the cross-border area of SI/AT /IT, developed under an SI/AT/IT cross-border cooperation platform. PPs: PRC, AKL, FVG.	Period 2 , 7 - 12

Activity 3.3

Title Joint pilot actions Implementation

Start period Period 2, 7 - 12

Activity 3.3**End period**

Period 4, 19 - 24

Description

This WP will deal with the implementation of the joint pilot actions referred to the Bus stops in Saxony, Bus stops in CZ, as well as the cross-border bus services IT/SI in the Gorizia/Nova Gorica area, bus services SI/AT and of the bus services SI/AT/IT. The pilots will be implemented at the regional level and will be monitored and evaluated by joint working groups staffed by representatives of the project partners as well as external experts. The implementation of the following pilot actions is planned:

- 1) Pilot installation of components of the bus stop concept in at least one location in the Liberec region (up to three feasible) and in one location in Carinthia and elaboration of the funding application (incl. planning and permission documents) for up to five bus stop locations in Saxony
- 2) Launching one cross-border bus service IT/SI in the Gorizia/Nova Gorica - focus on tourism in the context of the European Capital of Culture 2025
- 3) Launching one cross-border bus service SI/AT (route to be identified as part of the analysis) - focus on multimodal connections for commuters
- 4) Launching of "3 borders" bus line from Soča Valley (Slovenia) to Villach (Austria) following the intersection via Italy (Tarvisio) and connecting railway stations (Most na Soči, Tarvisio-Villach) - focus on reducing travel distances in a border triangle

Deliverables 3.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.3.1	Pilot toolbox for construction, upgrade of mobility points in border regions (reg. digital aspects)	Pilot installation of components of the mobility points concept in at least one location in the Liberec region (up to three feasible) and in one location in Carinthia and elaboration of the funding application (incl. planning and permission documents) for up to five bus stop locations in Saxony	Period 4 , 19 - 24

Deliverables 3.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.3.2	Pilot implementation of innovative cross-border bus services IT/SI	Report of the implementation of an innovative cross-border Pilot Bus services IT/SI in the Gorizia/Nova Gorica area	Period 4 , 19 - 24
D.3.3.3	Test of Decision-making tool for the implementation of modern cross-border bus services	Based on the analysis of pilot area decision-making tool for bus services planning in the cross-border area will be developed under SI/AT cooperation with a focus on improving the inadequate accessibility between different modes of transport with the aspect of connecting existing intermodal points.	Period 4 , 19 - 24
D.3.3.4	Pilot implementation of a three borders bus line	The "3 borders" bus line from Soča valley (Slovenia) to Villach (Austria) follows the intersection via Italy (Tarvisio) and connects railway stations (Most na Soči, Tarvisio-Villach) as intermodal nodes in the corner of three countries.	Period 4 , 19 - 24
D.3.3.5	Conference aimed at strengthening the backbone of cross-border transportation.	Conference organized for improving the cross-border mobility in the triangle SI/AT/IT, focusing on intermodality and on rail and bus passenger connections and services.	Period 4 , 19 - 24
D.3.3.6	Pilot action report new cross-border solutions and bus services on PT	Report focuses on testing new cross-border solutions and bus services (D.3.3.2 D3.3.2, D3.3.4) Operational, financial, and legal aspects are considered, alongside exploring multimodal links for travel routes catering to various modes of PT. (O3.4)	Period 4 , 19 - 24

Activity 3.4

Title	Joint pilot actions evaluation
Start period	Period 4, 19 - 24
End period	Period 5, 25 - 30
Description	This WP contains the joint evaluation process for pilot actions results based on a joint methodology, transferability, impacts, and lessons learned. First, a methodology will be elaborated in a joint

Activity 3.4

working group staffed by representatives of the PP as well as external stakeholders. The findings of this working group will be drafted in a report document and reviewed by the working group members. It is essential to mention, that the evaluation process will not only cover the evaluation at the end of the pilot phase but will also enable the relevant project partner to monitor the performance during the pilot phase to allow amendments to the pilot concept.

The results of the evaluation will be documented in a pilot actions evaluation report. This report will be published on the project homepage. The contents of the evaluation will also be subjects of regional workshops and the final conference.

Deliverables 3.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.4.1	Methodology of the evaluation	A methodology for the assessment of all the pilot actions will be elaborated by PP FVG, with contributions from all PPs involved in the WP3 pilot activities.	Period 5 , 25 - 30
D.3.4.2	Pilot actions evaluation report	Report on the assessment of all the pilot actions is carried by PP FVG, with the contribution from all PPs involved in the WP3 pilot activities.	Period 5 , 25 - 30

Activity 3.5

Title	Solution concepts for PT services and innovative bus stops in border regions
Start period	Period 5, 25 - 30
End period	Period 5, 25 - 30
Description	After the evaluation of the pilot actions, the identified solutions were consolidated and described as transferable concepts. The focus lies on describing the essential features of the identified solutions, their respective added value, and their transferability for the Central Europe region. Simultaneously, the solutions are contextualized within the objectives of Priority 3.1 and the current

Activity 3.5

Central Europe program, describing the extent to which the solutions contributed to achieving these objectives. In parallel to the descriptions, documentation is provided on how the solutions were implemented and their effects after the pilot actions ended.

Deliverables 3.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.5.1	Toolbox to establish joint cross-border bus stop concept	Description of solution test toolbox for construction, upgrade of bus stops in border regions (reg. digital aspects) (see 03.5)	Period 5 , 25 - 30
D.3.5.2	Solution for PT services in border regions	Solution concept for public transport in border regions based on the experiences from the collaborative planning process to customized PT services in Austria, Italy and Slovenia. (see 03.6)	Period 5 , 25 - 30

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 3.1

Output title	Innovative bus stop infrastructure
Programme output indicator	RC084_3.1: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 4, 19 - 24
Output description	Based on a developed toolbox, the stops close to the border are tested for their future viability. The stops are to be categorized and configured regarding the future technical equipment of the services to be offered. The focus is on services for multimodality (including OJP/TIS access), and services of general interest, which are available in several languages and across borders. (based on D3.3.1; testing in 03.2)

Output number 3.2

Output title	Smart bus stop toolbox
Programme output indicator	RC0116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	In Lusatian border region with the Czech Republic, at least 5 stops will be prepared for funding, and corresponding funding applications will be submitted during the project's duration, enabling construction work to commence during the project. The implemented toolbox will be expanded to the Polish side and in the DE/CZ border region. In the Liberec region, up to 3 stops will be refurbished, and further development will take place at the border of Carinthia and Slovenia (Koroska). D3.5.1;O3.1

Output number 3.3

Output title	Solution for PT services in border regions
Programme output indicator	RC0116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	A collaborative planning process involving project partners and stakeholders will establish pilot services in the SI/AT/IT triangle, addressing accessibility needs at the cross-border level. Customized solutions for PT users will be deployed and adopted by institutions in the cross-border area. Additionally, FVG, PRC, and local stakeholders will activate pilot services customized for public transport users, citizens, and tourists. Based on D. 3.5.2 and O3.4.

Output number 3.4

Output title	New cross-border bus service on public transport
Programme output indicator	RC084_3.1: Pilot actions developed jointly and implemented in projects

Output number 3.4

Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 4, 19 - 24
Output description	Testing new c-b solutions and bus services on PT routes connecting IT/SI and SI/AT will be a key focus. Additionally, there will be a special emphasis on a trilateral route connecting AT/IT/SI. The project will consider operational, financial, and legal aspects to ensure the viability and effectiveness of these cross-border PT services. Additionally, the integration of multimodal links will be explored to offer comprehensive travel routes, catering to different modes of PT for journeys. D3.3.6

Investments

C.5 Project results

Please select and quantify the relevant programme result indicators to which your project will contribute. For each selected result indicator, please briefly describe the contribution of the project and the relevant project results (change) you expect to achieve through the implementation of the foreseen activities and outputs as defined in the work plan. Please also specify the output(s) which are directly related to this result.

Result 1

Programme result indicator

ROR104_3.1: Solutions taken up or up-scaled by organisations

Measurement unit

solutions

Baseline

0,00

Target value

4,00

Result description

The Project will adopt solutions that contribute to significant changes in the development of new forms of sustainable and multimodal mobility at cross-border and transnational levels in the medium and long term and support the development of cross-border public transport services, benefiting both the whole program area and the implementation of the relevant macro-regional strategies.

Two cross-border travel information services based on OJFs (02.3;02.4) will be developed and implemented, for the Saxony/Liberec region and the 3-country region of Carinthia, Slovenia, and Friuli. There will be a stop concept for the modernisation of the stop infrastructure in border areas of Saxony, the Liberec region, and Carinthia (03.2). The concepts are ready for funding and have been piloted.

Approaches for cross-border PT services are being tested and consolidated into a solution (03.3). Solutions will be integrated into regular operations and become part of the regional action plans (Result3).

Result 2

Programme result indicator

ROR84_3.1: Organisations cooperating across borders after project completion

Measurement unit

organisations

Baseline

0,00

Result 2

Target value

15,00

Result description

A working group led by the LP SMWA, alongside transport associations VVO and VON, the Czech public transport organizer of the Liberec region KORID, and the Marshal's Office of the Polish Voivodeship of Lower Silesia UMWD and stakeholders will focus on advancing bus stop infrastructure and enhancing German-Czech IT integration efforts in public transport. They will also lay the groundwork for future integration of Polish data.

In the tri-border region of Carinthia, Slovenia, and Friuli, a joint working group led by FVG will further improve the existing public transport network based on the action plans. They will introduce additional applications, such as ticketing and bike sharing, leveraging the developed OJP. The working group includes the Development Agencies of Slovenia RRA Koroska and PRC Soca, the Carinthian partners of VKG and AKL, and technical experts from Austria Tech and NCUP, along with project stakeholders.

Result 3

Programme result indicator

ROR79_3.1: Joint strategies and action plans taken up by organisations

Measurement unit

joint strategy/action plan

Baseline

0,00

Target value

3,00

Result description

Through the collaborative development of the strategy (01.1), the establishment of stakeholder working groups (01.3.2), and the implementation of the strategy during the project, both regional action plans (01.2) are prepared and adopted comprehensively. The strategy and action plans support the project's goals regarding improving cross-border public transport and access to the TEN-T with digital passenger information, innovative mobility points/public transport stops, and access.

By adopting the strategy, supporting elaborated action plans, and obtaining approval from relevant

Result 3

decision-making bodies, TRANS-BORDERS+ facilitates the implementation of coordinated strategies and action plans in two Central European border regions:

- + German Lusatia and Czech Liberec region (with the perspective of an extension to Lower Silesia in Poland)
- + Austrian Carinthia, Slovenian Koroska region, Slovenian Soca Valley region, and Italian Friuli region.

C.6 Time plan

	Period 1	Period 2	Period 3	Period 4	Period 5	After End
WP1 Regional analyses, stakeholder involvement...						
A1.1 Analysis on innovative mobility and...	D1.1.1					
A1.2 Joint territorial strategy guide...		D1.2.1 D1.2.2				
A1.3 Transnational working groups	D1.3.1			D1.3.2 D1.3.3 D1.3.4 D1.3.5	D1.3.6	
A1.4 Circulation plan					D1.4.1	
A1.5 Regional Action Plans					D1.5.1 D1.5.2 D1.5.3	
RCO120_3.1	D1.4					
RCO31_3.1		D1.1			D1.2	
RCO37_3.1	D1.3					
WP2 Improvement of cross-border territorial hubs...						
A2.1 Transfer of knowledge on QIP and...		D2.1.1	D2.1.2			
A2.2 Improvement of data quality in the...				D2.2.1		
A2.3 Development and improvement of QIP...				D2.3.1 D2.3.2		
A2.4 Demonstration, User testing, evaluation...			D2.4.1	D2.4.2	D2.4.3 D2.4.4	

Innereg CENTRAL EUROPE 2021-2027		CE2200733 - TRANS-BORDER-S+	Version 2.0, 2024-04-11
A2.5 Recommendations for improved trade...			D2.5.1 D2.5.2 D2.6.1 D2.6.2 D2.3 D2.4
A2.6 Evaluation of VTX results and the...			
AC0116_3.1			
AC024_3.1			D2.1 D2.2
WP3 Improvement of public transport			
A3.1 Analysis of the existing step infra...	D3.1.1 D3.1.2		
A3.2 Drafting solutions and pilot actions	D3.2.1 D3.2.2 D3.3.3 D3.3.4		
A3.3 Joint pilot actions implementation		D3.3.1 D3.3.2 D3.3.3 D3.3.4 D3.3.5 D3.3.6	
A3.4 Joint pilot actions evaluation			D3.4.1 D3.4.2 D3.5.1 D3.5.2 D3...
A3.5 Solution conceived for PT services a...			

Interg CENTRAL EUROPE 2021-2027	CE2002733 - TRANS-BORDER+	Version 2.0, 2024-04-11
RC004_j.1	03.1	03.2
	03.1	
	03.4	

C.7 Project management and communication

In addition to the thematic activities as described in the work plan, you need to foresee adequate provisions for project management, coordination and internal communication.

C.7.1 How will you coordinate and manage your project?

Please describe how the project management on the strategic and operational level will be carried out, including the set-up of management structures, responsibilities and procedures, as well as risk management. Please also explain how the internal communication within the partnership will be organised.

By establishing sound project management based on previous experience of the CE projects QUALIST and TRANS-BORDERS, the LP ensures the scheduled implementation of the tasks and activities described in the application form and the successful achievement of the project objectives through efficient collaboration between the PPs. For the day-to-day management and coordination, the LP appoints a suitable and experienced project manager (to be tendered) with technical, organisational, and content-related knowledge in the fields of cross-border public transport as well as Interreg. The project manager develops a project management manual with detailed instructions for implementing the project and provides the partnership with tailor-made project management tools (e.g. MS Project). The Project Steering Committee (PSC) - with one representative per project partner - is involved in all relevant project implementation decisions through online meetings and email communications. Prior to each bimonthly PSC meeting, the Project Manager and WP leaders provide comprehensive reports to the partnership on the status of project progress. In bimonthly in-person or online meetings, where they have an opportunity to discuss the progress of their respective work packages, exchange ideas, and provide feedback. In addition, they adhere to a project channel at MS Teams, which serves as a platform for sharing information and updates on the project's progress. Assessing the quality of project deliverables will be the responsibility of the WP leaders, who may use external help to do so, such as stakeholders and associated partners.

All envisaged assessment procedures will enable the project management and the WP leaders to identify risks in the project implementation at an early stage and to implement appropriate reactions. Finally, the project manager coordinates an activity, and financial reporting to the CE programme provides support to partners (help desk) and monitors the quality of substantive and financial reporting. Project management offers feedback to partners on financial performance and actively advises them on financial flexibility.

Partners identified three significant risks in the strategy, technology, and work plan.

Strategic risks relate to the rationale, quality, and timelines of achieving the project objectives and final result, respectively project outputs (e.g., failure to achieve project outcomes, significant difficulties in delivering project outputs, problems engaging the key project target group, and delays in tendering subcontracts).

The technological risks are related to the development, testing, or implementation of the planned innovative web-based solutions (QJP). Furthermore, intellectual property rights also need to be carefully considered to follow the open data approach.

The work plan has risks related to the order of external expertise and how this affects other parts of the work plan. Additional risks may occur in terms of adequacy of the time needed for each activity (realism of the schedule for implementation). These parameters determine whether an activity can be carried out as well as the underperformance of individual partners or the partnership.

During the first six months of the project, the partnership prepares a risk management report on the

three defined risks in terms of the likelihood and magnitude of potential consequences. Measures will be defined that contribute to the mitigation of the risks. The risk report will be updated annually by the partnership and become standard at PSC meetings for monitoring the project.

Each individual WP will be managed by WP leaders. The LP is in charge of steering WP1, the Austrian partner ATE manages WP2, and the Italian partner leads WP3. All three partners have the required capacity and expertise, as well as extensive experience with Interreg projects.

Based on previous experience within the Partnership, we have decided that the overall management of communication, both internal and external, should be handled by the Lead Partner. The Lead Partner will use its structures to successfully manage communication activities through a communication coordinator. To ensure efficient document exchange and collaboration, the whole project team uses a project cloud (SharePoint) that enables members to work on shared documents, track changes, and collaborate in real time (MS Teams). This cloud-based system allows better management of project-related information, reduces the risk of data loss, and ensures that the project team has access to the latest version of project documents. Additionally, communication will be introduced as a fixed reporting element in the PSC meetings.

C.7.2 Which measures will you take to ensure quality in your project?

Describe the planned approach and processes for quality management, i.e. how the quality of deliverables and outputs will be monitored and ensured, and indicate the responsible partner(s). If you plan to conduct any type of project evaluation, please describe its purpose and scope.

Please describe how your project's communication objectives, as outlined in the work plan, will help with achieving your project's main result(s). Why is communication important? Which common tactics, channels and tools will help the partnership to reach out to and involve its target audiences? How will the project communication coordinator ensure that all project partners are involved and contribute to communication?

Communication is a crucial aspect of any project, and it plays a significant role in achieving the project's objectives. Effective communication helps to raise awareness and create a positive image of the project among its stakeholders, which can lead to increased engagement and participation in the project.

In this project, communication objectives have been defined for each work package to ensure that relevant stakeholders are informed about the project's progress and outcomes. The communication objectives aim to increase awareness, promote engagement, and encourage behavior change among the target audience.

To achieve the project's communication objectives, a range of tactics, channels, and tools will be used. These will include social media, project newsletters for stakeholders, press releases for a wider audience, webinars for experts, workshops, and dialogue forums and conferences. The specific channels and tools used will depend on the target audience and the communication objective being pursued.

The project communication coordinator (LP), supported by the PSC will ensure that all project partners are involved and contribute to communication by regularly sharing updates, progress reports, and relevant materials. The communication coordinator will work closely with each partner to ensure that communication efforts are aligned with the project's overall objectives and that messages are consistent and effective.

The project team will develop a communication plan to ensure that relevant groups are aware of the outputs and deliverables available for use. The plan will include specific strategies for reaching out to different target groups, such as social media campaigns, webinars, workshops, and conferences.

Overall, effective communication is essential to the success of the project, and the project communication coordinator will play a critical role in ensuring that communication efforts are coordinated and effective.

At the beginning of the project, the communication coordinator will develop a guideline for each project partner, tailored to the general requirements as well as the specific requirements of the partner, based on their project activities, objectives, and target groups.

The project communication activities will aim at engaging all project partners to foster an interactive dialogue with the potential beneficiaries and relevant stakeholders in order to involve them in cross-border and transnational cooperation thus leading to successful project implementation. In that respect, one of the objectives of the project communication is to raise awareness of the project and its objectives by involving the general public, relevant stakeholders, and potential beneficiaries, thus contributing to the achievement of the changes envisaged by the project. This will be carried out both on the cross-border level in the two border regions as well as on a transnational level, e.g. through the OE community.

The implementation of project communication is a horizontal responsibility of the WP leadership, and this will be ensured by planning and monitoring communication activities by the WP leaders. The WP leaders are responsible for the coordination and implementation of the project communication

The LP and the WP leaders are responsible for regularly presenting the progress of achieving the project outputs, implementing the activities, and reaching the deliverables, including the progress towards reaching the related target values. In addition to this, when a certain project output is finalised and achieved in a period, the Quality Report, as well as Output Factsheet(s) is to be enclosed in the Activity Report.

The monitoring of the project's progress will be carried out according to the GANTT chart with defined milestones. It is the responsibility of the WP leader assigned by the lead partner to ensure that the outputs delivered by the project partnership meet sufficient quality. In terms of significant deviations from the work plans in each WP, WP leaders report directly and immediately to the LP as well as in their reports during the project steering committee (PSC) meetings. The LP and the PSC decide to take appropriate measures to react to these deviations.

Accordingly, the WP leaders are expected to prepare a Quality Report to be submitted with the Progress Report of the respective period in relation to each project output finalised in a certain reporting period. The WP leaders are expected to proofread, analyse and peer-review project outputs from the qualitative point of view, assessing and validating the quality of the final output by giving their written opinion (positive and negative aspects) in the Quality Report. For the validation of the quality of the final output, qualified external experts or qualified stakeholders are also planned to be involved.

The quality management process will be established at the beginning of the project to ensure that all project deliverables meet the required standards and that the outputs are of high quality. The following steps will be taken to establish a quality management approach:

- 1) Develop the quality management plan: The quality management plan by the LP will outline the approach to be taken, the quality standards to be met, and the processes and procedures to be followed.
- 2) Set quality objectives: The quality objectives will be defined, measurable, and achievable. They must be linked to the project objectives and contribute to the project's overall success.
- 3) Establish quality control processes: Quality control processes will be established to monitor and verify the quality of the deliverables and outputs. This will be done through regular reviews, testing, and evaluations.
- 4) Ensure stakeholder involvement: The involvement of stakeholders is critical to the success of the quality management process. Stakeholders will be informed of the quality standards and involved in the midterm evaluation and the review process.
- 5) Continuously improve quality: The quality management approach will be reviewed regularly to ensure that it remains relevant and effective. Feedback from stakeholders will be used to continuously improve the quality of the deliverables and outputs.

By following these steps, the project will be establishing a robust quality management approach to ensure that all deliverables and outputs meet the required standards and contribute to the project's success.

C.7.3 What will be the general approach you will follow to communicate about your project?

according to the communication objectives, as outlined in the work plan. They coordinate project communication activities in close collaboration with the LP.

The project communication activities will be performed using the following tools:

1. Visual identity: to provide visibility and recognisability of the project throughout all communication activities (project and CE logo, etc.)
2. The CE project website is seen as the primary source of information for potential beneficiaries, relevant stakeholders and the general public.
3. Media visibility (social media) - interaction with present and potential beneficiaries as well as with relevant stakeholders
4. Project newsletter – bi-annual information on the project's progress and key achievements
5. Communication and collaboration tool – MS Teams is the platform for simplifying procedures and communication between project partners
6. Project events (incl. photo/video documentation and information content for the other channels)
6. Mailing list – tool for sharing information quickly and simply to stakeholders and media
7. Printed materials – to share information with interested target groups

C.7.4 How do you foresee the reporting procedures for activities and budget (within the partnership)?

Please describe the reporting processes at the level of partners towards the lead partner.

Considering that the reimbursement of the EU contribution to the reported expenditure will only be processed and initiated by the MA/JS if the related progress report and financial report are approved by the MA/JS, it is important that the LP describes the progress of the project implementation in sufficient detail and quality in each progress report and that the project partners support the LP in doing so by preparing their partner report at the same quality level. The reporting templates clarify what the LP and partners take care of when completing the different parts of their respective reports, in addition to describing the technical details required to prepare the partner report and the activity report. The Annual Activity Report will be prepared accordingly when the Partner report is completed and finalized by the LP. The periodic joint program reporting (as well as the partner report) is divided into the activity report and financial report parts. In the activity part of the partner report, partners describe what has been achieved in the project implementation at the partner level, how it is progressing, how the target groups have been reached, what activities have been carried out, and the status of the related outputs, which can be uploaded if completed.

Based on the activity report prepared by the partners, the LP will provide a comprehensive account of the overall progress of the whole project in the activity section of the activity area; what has been achieved and delivered, how the partnership has evolved, and if there are any deviations from the original plans. In addition, a detailed description of progress towards the specific objectives of the work plan is required; what audiences and how have been reached and engaged by the partnership; what activities have been undertaken by which partners within the different work packages; and what is the status of progress in terms of the activities, outcomes, and outputs of these work packages compared to the originally planned objectives. The specific descriptions of activities and outputs should simultaneously justify the reported expenditures of the various project partners, which are claimed in the related Finance reports.

The exact reporting periods and submission deadlines apply depending on the project start (semi-annually, annually) according to the Implementation Manual.

The project review aims to conduct a comprehensive evaluation of the project mid-term. Project reviews complement project review information collected through continuous reporting and monitoring, helping to provide a common status of project implementation between the partnership and the MA/JS. The review is prepared in month 16 (see Monitoring plan). It allows for assessing the actual ability of the project to achieve the goals and objectives defined in the approved application form (according to the planned indicators). During the project review, all project partners will be involved to discuss the planning of upcoming activities and identify deviations and changes, if necessary. The project review focuses on both strategic and operational aspects of project implementation. The project review represents a milestone in the monitoring plan.

C.7.5 Cooperation criteria

Please select the cooperation criteria that apply to your project and include a brief explanation. Please note that the joint development, joint implementation and joint financing criteria are mandatory.

C.7.6 Horizontal principles

Please indicate how your project contributes to horizontal principles and provide a short explanation. With regard to environment protection, please also include an explanation how the 'environmental sustainability by design' approach has been integrated and provide a brief assessment of possible environmental effects to your project.

Horizontal principles	Type of contribution	Description of the contribution
Sustainable development and environment protection	positive effects	Sustainable development and environment protection effects Our project aims to promote sustainable and environmentally friendly modes of transportation, such as public transport and shared mobility services. The project also aims to reduce greenhouse gas emissions and improve air quality by promoting the use of low-emission vehicles and encouraging modal shift from private cars to public transport. Moreover, the project has integrated the 'environmental sustainability by design' approach by developing digital solutions that are energy-efficient and have a low carbon footprint. For example, the Open Journey Planner will optimize routes to reduce travel time and minimize fuel consumption. The project also aims to promote sustainable tourism and reduce negative environmental impacts by providing tourists with information about sustainable travel options and eco-friendly destinations.
Equal opportunities and non-discrimination	positive effects	Our project is committed to ensuring equal opportunities and non-discrimination in all aspects of its activities. This includes providing accessible and inclusive transport services for people with disabilities, elderly people, and people with low incomes. The project also aims to promote gender equality and social inclusion by ensuring that women and vulnerable groups have equal access to transport services and are involved in decision-making processes.
Equality between men and women	positive effects	Our project recognizes the importance of promoting equality between men and women. This includes ensuring that women are represented in decision-making processes and have equal access to training and career development opportunities. The project also aims to promote gender-sensitive transport planning and design to ensure that the needs and preferences of both men and women are considered.

Cooperation criteria	Description
Joint development	Yes Throughout the project development phase, several virtual workshops and presence meetings will be organized to establish the project's precise goals, expected outcomes, collaborative methods, and tasks. The partnership is built on shared territorial obstacles that require innovative solutions through transnational cooperation, which will be identified, evaluated, and scaled.
Joint implementation	Yes The success of the project relies on a collaborative approach, where a joint methodology and work plan have been established. The project activities involve transnational collaboration, knowledge sharing, and experience exchange. To ensure effective coordination, bimonthly in-person or online meetings are held to review the progress of activities and deliverables. The activities are guided by common methodologies that have been agreed upon beforehand and are reviewed by activity leaders.
Joint staffing	Yes Effective coordination and communication between the PPs are crucial for the success of any transnational project. In this project, the LP Project manager and WP leaders play a vital role in ensuring that the project objectives are met through close collaboration and frequent communication. Bimonthly online meetings provide an opportunity for the LP Project manager and activity leaders to discuss progress, identify any issues, and resolve them promptly.
Joint financing	Yes Each partner designates a Project manager as the main contact person, who is responsible for ensuring effective communication between the partner organization and the project team. These Project managers participate in bi-monthly in-person or online meetings, where they have an opportunity to discuss the progress of their respective work packages, exchange ideas, and provide feedback. In addition, they adhere to a project mailing group, which serves as a platform for sharing information and updates on the project's progress. To ensure efficient document exchange and collaboration, the project team uses a project cloud that enables members to work on shared documents, track changes, and collaborate in real time. This cloud-based system allows for better management of project-related information, reduces the risk of data loss, and ensures that the project team has access to the latest version of project documents. All evaluation activities will be accompanied by joint working groups staffed by representatives of all project partners and by external stakeholders.

C.8 Long-term effects and durability

Projects should have a long-lasting effect in the territories and for the relevant target groups. Please describe below how this will be ensured.

C.8.1 Ownership/durability

Please describe who will ensure the financial and institutional support including maintenance for outputs and, if applicable, for most important deliverables developed by your project.

The partnership consists of public institutions and authorities and thus operates based on public budgets. At the project level, once funds are allocated to a project, they are "locked" to that project and cannot be released until the project is completed. This means that these funds cannot be used for other activities not related to the project. Thus, stable funding – including pre- and co-financing – is secured throughout the project's runtime.

However, some uncertainties may lie in the progress of the project. For this reason, the project has a balanced and accurate budget plan. The lead partner has overall responsibility for financial management, but each partner organization is obliged to monitor its expenditures and maintain its records of expenditures for that project. The lead partner's role is to ensure that project partners only report expenditures that are within their original budget, do not exceed the budget for various cost categories, or claim costs under headings for which they do not have a budget. Each partner will designate a responsible financial manager to the lead partner who will fulfil this function for the entire project.

In coordination with the WP leaders and the Joint Steering Committee, the project expenditures will be reviewed by the LP in order to bring them in line with the target budget. In case of major deviations from the budget, the lead partner will report them to the JS and propose measures to correct them. Measures and expenses for project results that are not sustainable or cannot be continued will be avoided. Financial difficulties of the project are not expected. Should these occur, mechanisms of change and risk management will take place.

Project outputs are designed for wide transferability and will not require post-project maintenance on the project level. In order to support the transfer and wider adoption of the found solutions, partners will remain available to any interested party beyond the project's lifetime.

On the regional level, action plans are elaborated that identify responsibilities and financial resources for the implementation of the elaborated pilots and solutions.

All project outputs and the main deliverables linked to the output will be published on the project website and allow their replication and transfer to other regions.

C.8.2 Lasting effects

Outputs and deliverables should be made available and used by relevant target groups (project partners or other stakeholders) after the project's lifetime, in order to have a lasting effect on the territory. Please describe how the outputs and deliverables will stay available and will be taken up or upscaled by the project partners.

To ensure a long-lasting effect on the project outputs and deliverables, the following measures will be taken:

1) Dissemination: The project outputs and deliverables will be widely disseminated among relevant stakeholders, including project partners, public authorities, transport operators, and end-users. This will be achieved through various communication channels, such as the project website, social media, newsletters, press releases, workshops, and conferences.

2) Open access: The project outputs and deliverables will be made available in open-access formats, such as PDFs, videos, and webinars so that they can be easily accessed and used by relevant target groups. This will enable wider dissemination and uptake of the project results beyond the project's lifetime.

3) Capacity building: The project partners will receive training and capacity building on the use and implementation of the project outputs and deliverables. This will ensure that they have the necessary skills and knowledge to take up and upscale the project results within their respective organizations.

4) Upscaling: The project partners will be encouraged and supported to upscale the project outputs and deliverables within their organizations and beyond. This will involve the development of implementation plans, pilot projects, and joint initiatives with other stakeholders.

5) Regional action plans: The Regional Action Plans will be developed to ensure that the project outputs and deliverables are maintained and updated beyond the project's lifetime. With the planned adoption of the developed regional action plans during the final conference, a joint process with stakeholders and policymakers will come to an end, which will transform the project results into further necessary measures in the regions.

6) In general, the main objectives of the project, the establishment of two OJPs, and the piloting of three cross-border bus lines are aimed at being continued after the project's end. In addition to the bus stops to be established, investment preparations for further stops will be made, up to the readiness for funding applications.

By taking these measures, the project outputs and deliverables can have a lasting effect on the territories and relevant target groups, contributing to the overall sustainability and success of the project.

C.8.3 Transferability

Please describe how outputs and deliverables could be adapted or further developed to be used by additional target groups or rolled out in other territories beyond the partnership. How will communication activities ensure that relevant groups are aware of the available outputs and deliverables to be used?

The partnership already covers a comprehensive set of situations for governing, planning, and implementing sustainable cross-border mobility solutions considering a variety of national

legislations, which are likely to be relevant to other border regions. In addition to this, the aspect of border triangles with a resulting higher complexity of PT issues is also relevant to other similar border situations in the CE area and beyond. Only in the CE region, there are six more border triangles, and in each of them, at least one of the countries represented by the project partners is involved. Due to the direct involvement of regional authorities, transport associations, and other public institutions in the project partnership, it is ensured that the experiences and achievements of the project in terms of governance, open journey planning, and new services will be publicly available. Furthermore, existing communication channels on the national and European level (e.g. Association of European Border Regions, ELISALP (Action Group Mobility)) will be used to disseminate the project progress. Stakeholders from other border regions and border triangles already have been identified. They will be informed (e.g. by the project newsletter) and invited to project events (e.g. workshops and annual conferences).

To ensure the adaptability and scalability of outputs and deliverables beyond the partnership and project territories, the project team can consider the following strategies:

- 1) **Standardization:** The project will develop outputs and deliverables that comply with existing national and European standards. This approach can facilitate the adoption of the developed solutions in other regions, thereby enabling scalability and interoperability with other systems. That applies particularly to the OJP solutions.
 - 2) **Open-source:** The project will also consider developing outputs and deliverables as open-source solutions. This approach can encourage other regions to adopt and adapt the solutions to their needs, thereby promoting sustainability and scalability.
 - 3) **Stakeholder involvement:** Involving relevant stakeholders in the development process will ensure that the outputs and deliverables meet their needs. This approach will also facilitate the uptake of the developed solutions in other regions, as stakeholders are more likely to adopt solutions, they were involved in developing.
- To ensure that relevant groups are aware of the available outputs and deliverables, the project will employ suitable communication activities, such as

- **Dissemination:** The project team will develop a communication plan to ensure that relevant groups are aware of the outputs and deliverables available for use. The plan will include specific strategies for reaching out to different target groups, such as social media campaigns, webinars, workshops, and conferences. The OJP solutions to be developed are scalable to other border regions, particularly to the DE/CZ border region, where such a solution does not currently exist. The Free State of Saxony will extend this solution to the Czech districts of Liberec and Karlovy Vary. The toolbox for the development of innovative bus stops will be actively promoted by the Free State of Saxony, partners VON, KORID, and AKI, publicly to facilitate rapid network expansion. The solutions for cross-border PT services will be actively promoted during the pilot phase, both to attract passengers and as a model for emulation in other peripheral border regions.
- **Networking:** The project team will leverage their networks to reach out to potential users and stakeholders in other CE regions. They will also partner with relevant organizations to increase the reach and impact of their communication activities. The planned two dialogue forums on the future of cross-border mobility, as well as the rail conference, are to be cited as exemplary for networking. In addition, it is noted that the working groups of WP1 will be formed with relevant stakeholders who have been selected in a finding process.
- **Capacity building:** The project team will organize capacity-building activities to ensure that potential

users have the necessary skills and knowledge to use the outputs and deliverables effectively.

By employing these approaches, the project ensures that the outputs and deliverables developed are adapted and scaled up to be used by additional target groups or rolled out in other CE regions beyond the partnership.

As far as the northern project area is concerned, i.e. the border triangle DE/CZ/PL, particular consideration will be given to keeping the Polish institutions, relevant stakeholders, and decision-makers informed about the project process and the monitoring and evaluation results of the pilot implementation. This will help to extend the application of the solutions for the DE/CZ border to the Polish territory.