SOUTH EAST EUROPE
Transnational Cooperation Programme

RAIL4SEE
Rail Hub Cities for South East Europe

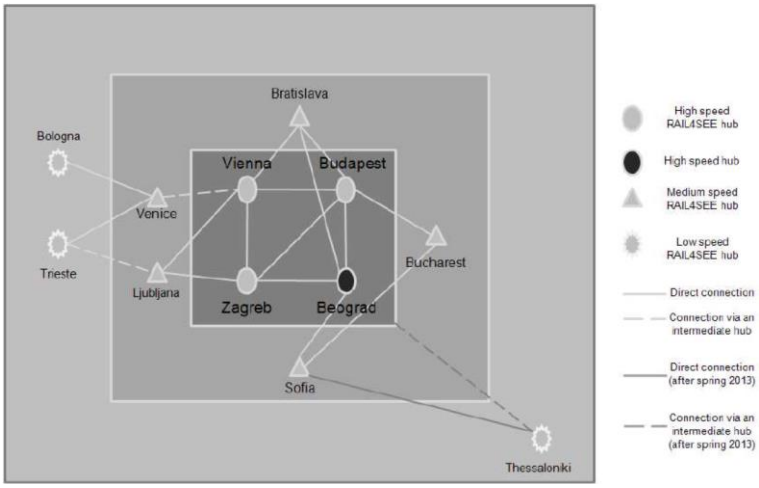
Programme co-funded by the EUROPEAN UNION

Jointly for our common future

Newsletter

Rail services demand and supply, joint concept for rail hub integration and interconnection

Transport innovations go much faster in road and air than in rail systems, as these two sectors are much more reactive to the market evolution by the demand side. Spatial discontinuity, a factor limiting the full deployment of the integration and a blank area exists among several EU countries producing a minor efficiency of transnational links, in particular referred to the rail systems which are traditionally based on national standards with historical problems of border cross inter-operability. This adds further difficulties to the natural geographic barriers. Presumably the TEN-T corridor strategy in South East Europe will support efficiently the rail integration in long term, but the improvement of the rail network efficiency requires also a medium-short term attention to the rail service improvements with greater attitude to understand how the transport market operates and where rail can produce innovative services to be more competitive. All hubs have direct or otherwise connections, with the nearby hubs (figure), in particular Budapest, Bratislava and Zagreb have only direct interconnections. In addition, almost all hubs are reached by at least one TEN-T corridor. For these reasons it is necessary to work towards building a better transnational connection that can achieve a better harmonization of the railway service at SEE level in short term, followed by the implementation of an integrated ticketing system accessible via internet portals.



Transnational hubs' clustering

Mapping ongoing public and private investments, clustering of the hub cities

The results of this part of the work are data collection for understanding the current governance schemes for investments and identifying future plans for investments, provision of input for RAIL4SEE future scenarios creation and last but not least the assessment of compatibility of future investments with pilots content.

The goal was to conclude in a clustering of the 11 hubs taking into account issues such as currently provided services, existing governance and financial schemes and potential future improvements brought by the realization of ongoing and future plans.

Clusters of hubs are defined as sub groups of the examined hubs which in current status substantiate a synergetic operational scheme for green & seamless transportation of passenger in SEE and/or groups of hubs and can create the basis for joint development of new, modern rail based services of high penetration to passengers thus strengthening in the future rail transport attractiveness.

Pilot actions in the RAIL4SEE hub cities

Trieste, Italy

Providing users with papery material containing train connection timetables between Trieste and Vienna via Udine. This will be done in cooperation with Ferrovie Udine e Cividale, the rail company managing the railway link between Udine and Villach, originated by the MICOTRA project, funded by the CBC Interreg IV Italy-Austria Programme.
Special attention will be paid to trains allowing the transport of bicycles, fostering the use of the Alpe Adria cycle trail.

Ljubljana, Slovenia

Better connection between buses and trains Reverse the process of the falling of passenger kilometres.

Rail services for ensuring feeding functions on regional/metropolitan level Increase the number of commuters using public transport through harmonizing timetables and clock-face scheduling.

Optimal transnational rail services in SEE Strong focus on the Italian connections.

Integrated ticketing Integrate the Slovenian ticketing system into the international scheme.

Zagreb, Croatia

Set up an automatic system for providing information It regards timetable, train punctuality and operative changes during journeys in stations, on new trains and other channels.
Train timetable proposal for Zagreb area Suggestions for timetable changes for other cooperating operators and harmonization.
Improve service quality and frequency of railway connections at transnational level Explore new possibilities for connecting Zagreb with surrounding cities.
Implementation of an intermodal passenger transport system in urban transport

Venice, Italy

Providing the passengers, especially tourists, landing at the Venice Marco Polo airport with papery material **with comprehensive coverage of all public transport connections to and from the city in one single document.** This will enhance the use of sustainable and environmentally friendly transport to one of the major worldwide tourist destinations.

Bologna, Italy

Increasing information for SFM users with the accurate identification of the information on service, network, schedule and equipment in the stations, thus users can distinguish the Metropolitan Rail System (SFM) from other rail services and they will have more friendly access to the service.
Bologna hub and its services are being reinforced to improve the regional/metropolitan and national/transnational connections.
Studying how to harmonize SFM time services with the national/transnational railway network.

Vienna, Austria

Improving quality and quantity of border crossing long distance passenger railway services Preparation and provision of standardized public service contracts besides the development of a generic process model for awarding public service contracts to railway operators and its application to border crossing services. Furthermore stable platforms are to be initiated and established between the different competent authorities (responsible for the implementation of PSO). This seems essential, as responsibilities for more and more competences and tasks are shifted from operators and infrastructure managers to competent authorities.

Budapest, Hungary

Development of interchange station Újpest-Városkapu towards an intermodal hub Help passengers chose railway with information and ticket selling system and harmonized timetable in cooperation with NODES project for achieving the goal of a better modal split.

New international train service between Budapest and Sofia hubs Offering a regular railway connection within the EU territory for the timetable period 2014/2015 with elimination of some bottlenecks.

Assessing the current practice of integrated ticketing on the airport connection Development of ticket selling is a key to be able to extend integrated ticketing and increase the use of public transport to the airport.

Thessaloniki, Greece

Integrating e-platforms Including Thessaloniki's Intelligent Urban Mobility Management System, TRAINOSE's information system and the e-platform currently under development in EASYTRIP project later amended with other services and applications.

Extending the suburban railway Larissa-Thessaloniki Up to Thessaloniki's Port Passenger Terminal, to the city centre while bypassing the Central Railway Station, serving also intermediate stops at the Western side of the city.

Re-establishing TRAINOSE's international connection Thessaloniki-Sofia Focused on the users's point of view.

Legal and legislative framework for integrated ticketing

Sofia, Bulgaria

Mobile application for real time information about public transport and train movement in Sofia and the issuance of a **common document concerning the future development of a transport internet portal of Sofa.**

Timetable harmonisation between international and domestic trains, railway and urban transport, first steps towards **clock-face scheduling.**

New/optimal transnational railway services, monitoring and dissemination of transnational railway services in SEE from/to Sofia hub, **border crossings improvements** at internal and external Schengen borders in Bulgaria.

First steps of establishing an **integrated public transport ticketing system** in Sofia.

Bucharest, Romania

Analysis of the integration of passenger ICT and non ICT information between rail and urban passenger transport Improved and integrated traveller point inside Gara de Nord hub, connection between RATB, METROREX and CFR websites, study on a common e-platform between urban and rail operators.

Evaluating feasibility, accessibility and connectivity requirements of regional and transnational passenger railway Need of an improved commuter rail system for a future regional public transport network to recover the suspended direct connections and therefore the decreasing number of rail passengers.

Strategic aspects of the RAIL4SEE project

RAIL4SEE is a strategic project of the South East Europe Transnational Cooperation Programme that costs about 5M€, consequently the results are very important. Their achievement and the expectations at Programme level are very high, also because the strategy of the whole SEE area is to be drafted for the next years.

Recent RAIL4SEE meetings

24-25 September 2013 Bucharest, Romania
03-05 December 2013 Ljubljana, Slovenia
29-30 January 2014 Trieste, Italy
26-27 February 2014 Sofia, Bulgaria
10-11 April 2014 Bratislava, Slovakia
19-20 June 2014 Thessaloniki, Greece
14-16 July 2014, Budapest, Hungary

UrbScout

The RAIL4SEE smartphone application is an international platform providing an overview of apps and websites for mobility services. Choose a city and find all available mobility-apps for this area with UrbScout. The platform provides information for all transport modes and also if the app is free or not and in which app-store to download it.

http://www.urbscout.mobi/

Contact

Province of Bologna
Via San Felice, 25
40122 Bologna, Italy
Phone: +39 051 659 8018
Fax: +39 051 659 8524
Email:
pianificazione.territoriale@provincia.bologna.it;
info@rail4see.eu

Web

www.rail4see.eu

Find us on Facebook

http://www.facebook.com/rail4see

Impressum

KTI Institute for Transport Sciences Non Profit Ltd.
Thán Károly u. 3-5.
1119 Budapest, Hungary

Árpád Tóth
+36 1 371 58 60
toth.arpad@kti.hu

Gyula Gaal
+36 1 371 59 24
gaal.gyula@kti.hu

PROVINCIA DI BOLOGNA

istituto sui trasporti e la logistica fondazione

KTI Alapítva - Since 1938