

Interreg



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EVROPSKA UNIJA

ITALIA-SLOVENIJA



CROSSMOBY

0.3.7.1 - Piano d'azione strategico transfrontaliero

0.3.7.1 - Čezmejni strateški akcijski načrt

Final completing document: strategies S3-S6 Measures Sheets

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Introduction

The analysis presented below is completing the preliminary and methodological document of the first phase of 3.7.1 in a different way in respect to what original structure proposed which, also with reference to the discussion occurred with stakeholders during the development of the project, come up outdated.

Therefore, the new document basically represents the in-depth analysis of the implementation measures of the S3-S6 strategies which, based on the discussion with partners and stakeholders, were considered most interesting for the development of the objectives of the CROSSMOBY project.

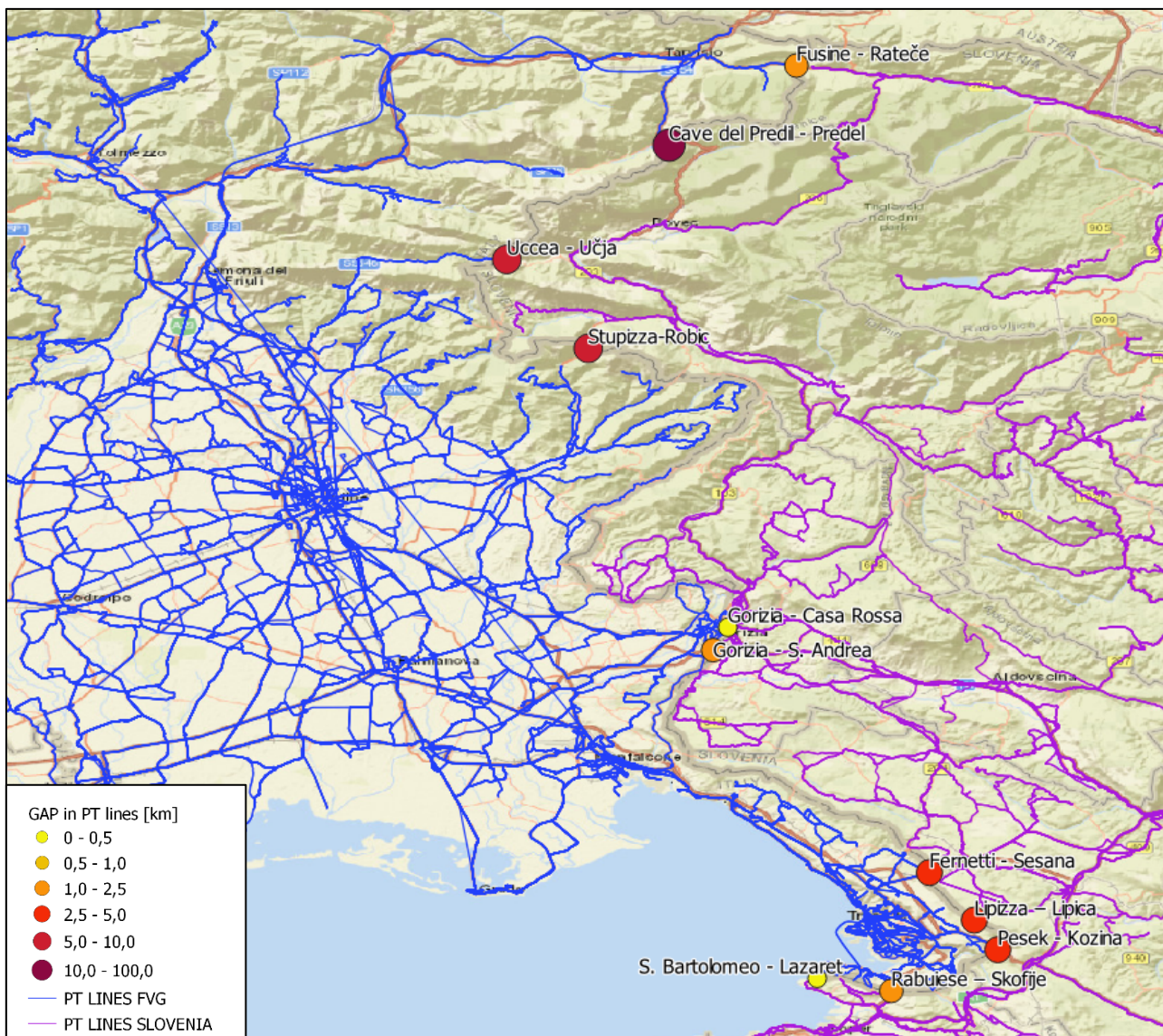
Consequently, differently from what originally planned, the preliminary document is to be considered an introductory part completing the series of sheets represented below, which are analysing in detail the prioritized measures, thus providing the basic documentation and information to be used in order to complete the contents to be included in the O.3.7.2 "*Recommendations for the unified development of interventions aimed at improving cross-border mobility*".

Strategy S3

S3 - Improving the supply of integrated PT services at cross-border level (short distance)

NAME OF THE ACTION/MEASURE	7 - Elaboration of well-targeted feasibility study on specific proposals for new/improved services based on quantitative data and fostering a co-design approach actively involving (local) stakeholders					
BRIEF DESCRIPTION						
<p>The development of new or improved services calls for a thorough analyses of the actual needs to be addressed, thus providing sound basis for the development of well-tailored. In order to be effective, this requires, along with the quantitative data on demand and supply, the deeper understanding provided by direct confrontation and feedback from the local stakeholders as well as the awareness raising and active involvement of the residents of the analysed area, possibly to be implement through a real participation and “co-creation” process (see also S7-Measure 20).</p>						
REFERENCE STRATEGY						
<input type="checkbox"/> S1	<input type="checkbox"/> S2	<input checked="" type="checkbox"/> S3	<input type="checkbox"/> S4	<input type="checkbox"/> S5	<input type="checkbox"/> S6	<input type="checkbox"/> S7
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)						
<input type="checkbox"/> LOCAL	SUMP's being developed					
<input type="checkbox"/> REGIONAL						
<input type="checkbox"/> NATIONAL	<p>In general, the role of temporary collegial body bringing together all the different decision-making bodies (“Conferenza di Servizi”) within the Italian Regulation and, more specifically the provisions on participatory process in transport planning national documents (“Connettere l’Italia”); national guidelines on SUMP's issued by the Italian Ministry through the Ministerial Decree of 4 August 2017 (and related updates).</p>					
CONTRIBUTION TO THE SPECIFIC MEASURE						
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	CROSSMOBY WP 3.2 analyses focusing on the local level					
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	Initiatives carried out by the GECT GO / EZTS GO in the Gorizia-Nova Gorica context					

ANY RELEVANT DOC/TOOL TO BE REPORTED	SUMP methodology at EU level pivoting on participatory process + scientific papers on raising awareness & involvement											
STRATEGIC DIMENSION												
With reference to 2021 – 2027 orientation paper of IT-SI												
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland											
With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	



NAME OF THE ACTION/MEASURE	8 - Extending and interconnecting existing PT services at borders (“re-sewing”)
BRIEF DESCRIPTION	
<p>This measure aims at tackling the gaps in the bus services affecting the PT network in correspondence of the IT-SI border. These gaps (ranging from a few hundreds of meters to several kms) between the last stops served by PT within the 2 Countries is affecting all the CB points, with the partial exception of Gorizia-Nova Gorica. Hence, reaching at least the first stop beyond the border would represent a limited cost solution for smoothing the integration between the PT services on both sides of the border.</p>	
REFERENCE STRATEGY	

<input type="checkbox"/> S1	<input type="checkbox"/> S2	<input checked="" type="checkbox"/> S3	<input type="checkbox"/> S4	<input type="checkbox"/> S5	<input type="checkbox"/> S6	<input type="checkbox"/> S7
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)						
<input type="checkbox"/> LOCAL						
<input type="checkbox"/> REGIONAL	FVG regional PT plan and tender of PT services, which foresees the possibility of such kind of extension					
<input type="checkbox"/> NATIONAL	New (2019) Slovenian regulation in on this specific purpose (useful for Tolmin-Kobarid-Cividale del Friuli pilot)					
CONTRIBUTION TO THE SPECIFIC MEASURE						
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	Analyses of existing gaps					
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	<p>FORTIS project (Italy-Slovenia Programme) pilot action by FVG on the extension and harmonization of PT services in the CB area Muggia-Koper aiming to extend the service up to the first stop in the Slovenian territory;</p> <p>TRANS-BORDERS project (Central Europe Programme) also mapped CB areas where PT lines can be extended across the border.</p>					
ANY RELEVANT DOC/TOOL TO BE REPORTED	<p>Possibility specifically acknowledged within the existing contract of PT services to carry out these services.</p> <p>FVG-SI Working table n. 1 on Transport, Energy, Environment and Spatial Planning "Cross-border public transport by road along the entire border. Agreement on the areas across the border to which Slovenian and Italian LPT services are to be extended".</p>					
STRATEGIC DIMENSION						
With reference to 2021 – 2027 orientation paper of IT-SI						
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland					
With reference to EUSALP macro-regional strategy						
With reference to any other more strategic planning						
REPLICABILITY & IMPLEMENTATION PROVISIONS						

LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

NAME OF THE ACTION/MEASURE	9 - Developing new and innovative services (also including Demand Responsive Transport), for connecting nodes and hinterland
BRIEF DESCRIPTION	
<p>This measure is addressing the need for improved connectivity between/towards main centres and nodes. To this end, an innovative approach could include Demand Responsive Transport (DRT) services. In fact, they allow to provide a certain range of flexibility as to provide services where and when actually needed, in different contexts where traditional services, with fixed route and schedule, are not in condition to provide a cost-effective solution to accessibility needs. In particular, the envisaged measure is fostering the developed of “interchange” operating model, where DRT is feeding into established fixed route public transport corridors and/or transport hubs from a defined and limited geographical area. Another possibility (“destination”) is that of focussed on services addressing a specific generator of demand such as an hospital or an employment zone.</p> <p>With reference to traditional services feeder services can be complemented by fast ones linking main centres at CB level (e.g. FORTIS bus pilot by Municipality of Koper).</p>	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input checked="" type="checkbox"/> S3 <input type="checkbox"/> S4 <input type="checkbox"/> S5 <input type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	<ul style="list-style-type: none"> FVG regional PT plan and tender of PT services, which foresees the possibility of such kind of extension in the CB area within 40 km from the main border crossing points “Third level” of services, including DRTs, foreseen by FVG Regional PT Plan
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	

CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	FORTIS Pilot action enhancing the PT bus connectivity between Koper and Trieste through a direct connection
ANY RELEVANT DOC/TOOL TO BE REPORTED	
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland
With reference to EUSALP macro-regional strategy	
With reference to any other more strategic planning	
REPLICABILITY & IMPLEMENTATION PROVISIONS	
LEVEL OF PLANNING	1 2 3 4 5 6 7 8 9 10
LEVEL OF IMPLEMENTATION	1 2 3 4 5 6 7 8 9 10
CROSS BORDER RELEVANCE	1 2 3 4 5 6 7 8 9 10

NAME OF THE ACTION/MEASURE	10 - Developing new and innovative services (also including Demand Responsive Transport) in extra-urban and peripheral contexts
BRIEF DESCRIPTION	
This measure is addressing the need for improved connectivity between/towards main centres and nodes. To this end, an innovative approach could include Demand Responsive Transport (DRT). In fact, they allow to provide a certain range of flexibility as to provide services where	

and when actually needed, in different contexts where traditional services, with fixed route and schedule, are not in condition to provide a cost-effective solution to accessibility needs. In particular, the envisaged measure is fostering the development in extra-urban and peripheral contexts of the “Network” or “Substitute” operating models, respectively, enhancing or part replacing existing public transport at times or completely in low-demand areas (such as many portions of the IT-SI including a relevant share of the territories located across the border).	
REFERENCE STRATEGY	
<input type="checkbox"/> S1	<input type="checkbox"/> S2
<input checked="" type="checkbox"/> S3	<input type="checkbox"/> S4
<input type="checkbox"/> S5	<input type="checkbox"/> S6
<input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	<ul style="list-style-type: none"> • “Third level” of services foreseen by FVG Regional PT Plan • Action 3.4 of the Veneto Region Transport Plan, also aiming to the identification of low-demand area where to develop DRT and envisaging the possibility of financing related pilot activities
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	Peripheral Access project (Interreg Central Europe Programme), where a pilot DRT service (SMARTBUS) targeting the inhabitants of the Karst plateau and linking to Trieste has been tested
ANY RELEVANT DOC/TOOL TO BE REPORTED	Funding opportunities for remote internal area with deprived accessibility (IT/SI)?
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland
With reference to EUSALP macro-regional strategy	
With reference to any other more strategic planning	

REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

NAME OF THE ACTION/MEASURE	11 - Construction and functional arrangement of CB intermodal transfer points
BRIEF DESCRIPTION	
<p>This measure is addressing the construction and functional arrangement of CB intermodal transfer points, which is a fundamental counterpart of the development of new-improved CB services. In particular, it is tackling the key aspect for intermodality related to enabling users to perform smooth interchange by means of performing (small physical interventions.) Obviously, in order to reach this goal, it has to be synergically complemented by actual services integration as well as by all the other aspects foreseen by strategy S6 (info-mobility and integrated ticketing along with related ICT solutions). A specific aspect to be addressed is ensuring the respect of safety conditions to the users while waiting or accessing/exiting bus services.</p>	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input checked="" type="checkbox"/> S3 <input type="checkbox"/> S4 <input type="checkbox"/> S5 <input type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	

OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	
ANY RELEVANT DOC/TOOL TO BE REPORTED	
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland
With reference to EUSALP macro-regional strategy	
With reference to any other more strategic planning	
REPLICABILITY & IMPLEMENTATION PROVISIONS	
LEVEL OF PLANNING	1 2 3 4 5 6 7 8 9 10
LEVEL OF IMPLEMENTATION	1 2 3 4 5 6 7 8 9 10
CROSS BORDER RELEVANCE	1 2 3 4 5 6 7 8 9 10

NAME OF THE ACTION/MEASURE	12 - Integrating PT with sharing and other soft mobility
BRIEF DESCRIPTION	
<p>The activation and integration of PT (esp. bus) services at CB level should be complemented by the further development, integration and promotion of other sharing and soft mobility (e.g. cycling). In particular, their integration at interchange point would facilitate users in performing in carrying out a full chain of intermodal trips (e.g. for tourist carrying out car-free holidays). This approach is striving towards the idea of development of a MAAS, even though difficulties and issues to be addressed are evident, especially at cross-border level (e.g. fiscal aspects in providing bike sharing services across the border).</p>	

REFERENCE STRATEGY												
<input type="checkbox"/> S1	<input type="checkbox"/> S2	<input checked="" type="checkbox"/> S3	<input type="checkbox"/> S4	<input type="checkbox"/> S5	<input type="checkbox"/> S6	<input type="checkbox"/> S7						
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)												
<input type="checkbox"/> LOCAL	SUMP's											
<input type="checkbox"/> REGIONAL												
<input type="checkbox"/> NATIONAL												
CONTRIBUTION TO THE SPECIFIC MEASURE												
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE												
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	<ul style="list-style-type: none"> • Isonzo-Soča Cross-border Park (Italy-Slovenia Programme) envisaging the realisation of a cross-border network of cycle and pedestrian paths • CYCLE WALK project activities • Interbike as well as other projects addressing cycle tourism and cycling routes 											
ANY RELEVANT DOC/TOOL TO BE REPORTED												
STRATEGIC DIMENSION												
With reference to 2021 – 2027 orientation paper of IT-SI												
With reference to EUSAIR macro-regional strategy	PILLAR 4: Sustainable tourism											
With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	

LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

Strategy S4

S4 - Fostering the development of new CB rail services

NAME OF THE ACTION/MEASURE	13 - Fostering and inter-connecting to rail services along the Venice-Trieste-Ljubljana lines
BRIEF DESCRIPTION	
<p>This measure is addressing the key objective of creating, implementing and evaluating new cross-border passenger rail services, taking advantage of existing rail infrastructure along the Venice-Trieste-Ljubljana axis, thus linking also to other relevant long-distance destination at strategic level (e.g. Vienna, Zagreb, etc.). In correspondence of the IT-SI border, it addresses the Villa Opicina – Sežana link, a double track electrified section located along the Trieste-Ljubljana connection, which is belonging to both the Mediterranean and the Baltic-Adriatic Corridors of the TEN-T network.</p>	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input type="checkbox"/> S3 <input checked="" type="checkbox"/> S4 <input type="checkbox"/> S5 <input type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	CROSSMOBY pilot train service by FVG along the axis Udine-Trieste-Ljubljana
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	New rail service Trieste-Ljubljana-Vienna (a couple of daily trains) activated as from 11/06/2021
ANY RELEVANT DOC/TOOL TO BE REPORTED	FVG-SI Working table n. 2 on Transport, Energy, Environment and Spatial Planning “Co-financing of cross-border rail links along the Udine-Trieste-Ljubljana axis (CROSSMOBY train)”
STRATEGIC DIMENSION	

With reference to 2021 – 2027 orientation paper of IT-SI											
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland Intermodal connections to the hinterland										
With reference to EUSALP macro-regional strategy											
With reference to any other more strategic planning	TEN-T Network Corridors development, with particular reference to the Baltic-Adriatic and the Mediterranean corridors										
REPLICABILITY & IMPLEMENTATION PROVISIONS											
LEVEL OF PLANNING	<table border="1" style="width: 100%; text-align: center;"><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr></table>	1	2	3	4	5	6	7	8	9	10
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CROSS BORDER RELEVANCE	<table border="1" style="width: 100%; text-align: center;"><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr></table>	1	2	3	4	5	6	7	8	9	10
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NAME OF THE ACTION/MEASURE	14 - Fostering and inter-connecting to rail services along the Gorizia-Nova Gorica-Transalpina /Bohinj railway
BRIEF DESCRIPTION	
The Transalpina/Bohinj railway (Jesenice-Trieste) has a strategic relevance and high potential as a relevant regional railway as well as a strategic touristic line between Italy and Slovenia (also linking to Austria). The cross-border section Gorizia-Nova Gorica a not electrified section, whose enhancement (though not being part of the TEN-T network) is represented by limited cost-effective interventions paving the way to the set-up of new services.	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input type="checkbox"/> S3 <input checked="" type="checkbox"/> S4 <input type="checkbox"/> S5 <input type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	

<input type="checkbox"/> NATIONAL													
CONTRIBUTION TO THE SPECIFIC MEASURE													
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	<ul style="list-style-type: none"> • Pilots and activities by PP6-PRC (e.g. Bohinj railway socio-economic study) 												
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	<ul style="list-style-type: none"> • Pilots and activities by GECT-GO 												
ANY RELEVANT DOC/TOOL TO BE REPORTED	<ul style="list-style-type: none"> • FVG-SI Working table n. 3 on Transport, Energy, Environment and Spatial Planning “Extension to Gorizia railway station of the passenger train connections operated by the Slovene Railways (SŽ) to Nova Gorica” • European capital of culture 2025 Nova Gorica · Gorizia 												
STRATEGIC DIMENSION													
With reference to 2021 – 2027 orientation paper of IT-SI	Orientation on the need for exploring the possibility to support investments in rail including infrastructures (i.e. Gorizia – Nova Gorica link) and measures to improve interoperability and procedures at border crossing.												
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 2: Intermodal connections to the hinterland Intermodal connections to the hinterland PILLAR 4: Sustainable tourism												
With reference to EUSALP macro-regional strategy													
With reference to any other more strategic planning													
REPLICABILITY & IMPLEMENTATION PROVISIONS													
LEVEL OF PLANNING	<table border="1"> <tr> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td></td> </tr> </table>		1	2	3	4	5	6	7	8	9	10	
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LEVEL OF IMPLEMENTATION	<table border="1"> <tr> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td></td> </tr> </table>		1	2	3	4	5	6	7	8	9	10	
	1	2	3	4	5	6	7	8	9	10			
CROSS BORDER RELEVANCE	<table border="1"> <tr> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td></td> </tr> </table>		1	2	3	4	5	6	7	8	9	10	
	1	2	3	4	5	6	7	8	9	10			

Strategy S5

S5 - Fostering the development of new CB maritime services



NAME OF THE ACTION/MEASURE	15 - New or improved yearly maritime services and related interconnections
BRIEF DESCRIPTION	
Intermodal transport pivoting on maritime connections is deemed of strategic component for enhancing cross-border connectivity and accessibility. In this purpose, it is to recall they could	

<p>represent the only alternative to solution based on road transport along the coastal area between Trieste and the Slovenia coast (given the substantial absence of a rail network along the coast). In particular, this measure is referred to maritime transport as full-fledged PT esp. addressing cross-border multimodal accessibility for residents along the coast, thus extending the only yearly maritime line in FVG currently linking Trieste and Muggia.</p>	
REFERENCE STRATEGY	
<input type="checkbox"/> S1	<input type="checkbox"/> S2
<input type="checkbox"/> S3	<input type="checkbox"/> S4
<input checked="" type="checkbox"/> S5	<input type="checkbox"/> S6
<input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	Koper and other SI coastal municipalities SUMP
<input type="checkbox"/> REGIONAL	The FVG Regional Plan for Local Public Transport issued in 2013 was already highlighting the strategic relevance of connection along the direction development of a new maritime service linking Trieste (-Muggia)-Koper.
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	Indirectly, the case study by PP5
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	<ul style="list-style-type: none"> • Inter-Connect (Adriatic Programme) case study also including the provision of a MoU signed by relevant stakeholders • FORTIS pilot on the feasibility study on CB maritime PT connections in the IT-SI area
ANY RELEVANT DOC/TOOL TO BE REPORTED	<ul style="list-style-type: none"> • FVG-SI Working table n. 4 on Transport, Energy, Environment and Spatial Planning “Public cross-border maritime transport (Trieste - Koper)” • to be taken into account the provisions and restrictions related to international maritime transport (esp. those related to safety and security such as the SOLAS)
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 1: Maritime transport
With reference to EUSALP macro-regional strategy	

With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

NAME OF THE ACTION/MEASURE	16 - New or improved seasonal maritime services and related interconnections
BRIEF DESCRIPTION	
Intermodal transport pivoting on maritime connections is deemed of strategic relevance with reference to the enhancement of cross-border connectivity and accessibility also with particular reference to the remarkable seasonal flows related to tourism. This aspect is particularly important considering that it provides the only alternative to solution based on road transport along the coastal area between Trieste and the Slovenia coast (given the substantial absence of a rail network along the coast).	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input type="checkbox"/> S3 <input type="checkbox"/> S4 <input checked="" type="checkbox"/> S5 <input type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	Koper SUMP
<input type="checkbox"/> REGIONAL	The FVG Regional Plan for Local Public Transport issued in 2013 was envisaging two CB maritime lines.
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	PP 5 pilot on maritime services

OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	various EU projects stemming from the EA SEA-WAY project, co-funded by the CBC IPA-Adriatic Programme 2007-2013, through which it implemented new maritime services between Trieste, Piran (Slovenia), Rovinj (Croatia) and Pula (Croatia). More recently, the extension to Mali Lošinj Island was introduced through the MOSES Project (Italy Croatia Programme) while the stop in Pula, instead, was cancelled. Moreover, INTER-CONNECT project (Adriatic Programme) along with a pilot by the Municipality of Koper within the FORTIS project (ITA-SI Programme) addressed further connections and possible extensions of the seasonal service. Also synergic is pilot maritime service operate on the Lignano-Grado route developed within MIMOSA project (Italy- Croatia Programme).											
ANY RELEVANT DOC/TOOL TO BE REPORTED												
STRATEGIC DIMENSION												
With reference to 2021 – 2027 orientation paper of IT-SI												
With reference to EUSAIR macro-regional strategy	PILLAR 2 - Topic 1: Maritime transport PILLAR 4: Sustainable tourism											
With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

Strategy S6

S6 - Facilitating the users in performing the sustainable trips

NAME OF THE ACTION/MEASURE	17 - Provide comprehensive and integrated info-mobility portals
BRIEF DESCRIPTION	
Information provision to the user is a key driver for facilitating the user in carrying out intermodal trips, starting from an easy understanding and awareness about intermodal alternatives to the car-based trip. In this purpose data integration and availability is a key pre-requisite for stimulating the development of more comprehensive info-mobility portal at CB level.	
REFERENCE STRATEGY	
<input type="checkbox"/> S1	<input type="checkbox"/> S2
<input type="checkbox"/> S3	<input type="checkbox"/> S4
<input type="checkbox"/> S5	<input checked="" type="checkbox"/> S6
<input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	CONNECT2CE (Interreg Central Europe Programme)
ANY RELEVANT DOC/TOOL TO BE REPORTED	
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	

With reference to EUSAIR macro-regional strategy												
With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

NAME OF THE ACTION/MEASURE	18 - Introduction of a single CB ticket						
BRIEF DESCRIPTION							
The possibility of acquiring a single ticket is a key driver for ensuring a smooth and easy usage of different means of transport corresponding to different steps of an intermodal trip. On the other hand, it calls for relevant organisational efforts and agreement related to various issues (e.g. attribution of different payments due to the various operators involved), which particularly challenging at CB level. Hence, addressing this issue (possibly) at the most comprehensive level is a key step for ensuring a real integrated and smooth PT service for the IT-SI area.							
REFERENCE STRATEGY							
<input type="checkbox"/> S1	<input type="checkbox"/> S2	<input type="checkbox"/> S3	<input type="checkbox"/> S4	<input type="checkbox"/> S5	<input checked="" type="checkbox"/> S6	<input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)							
<input type="checkbox"/> LOCAL							
<input type="checkbox"/> REGIONAL							
<input type="checkbox"/> NATIONAL							

CONTRIBUTION TO THE SPECIFIC MEASURE												
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE												
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	CONNECT2CE (Interreg Central Europe Programme) and FORTIS pilot action on the Cross-border integrated bus-train ticket between Italy and Slovenia)											
ANY RELEVANT DOC/TOOL TO BE REPORTED	<ul style="list-style-type: none"> FORTIS pilot activity based on a previous successful experience made within the CONNECT2CE project (Interreg Central Europe Programme). FVG-SI Working table n. 5 on Transport, Energy, Environment and Spatial Planning “Extension of the experimentation of the integrated bus-train ticket along the Trieste-Ljubljana route (foreseen within the FORTIS project)” 											
STRATEGIC DIMENSION												
With reference to 2021 – 2027 orientation paper of IT-SI												
With reference to EUSAIR macro-regional strategy												
With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

NAME OF THE ACTION/MEASURE	19 - ICT tools for seamless integrated ticketing purchase
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BRIEF DESCRIPTION	
Given all the possibilities given by the development of ICT, the importance and potentials of facilitating the ticketing purchase, especially for visitor and occasional users, are evident. These possibilities can also somehow compensate (at least partly and in the short term) the missing integration of fares) by allowing the joint purchase of different tickets for performing the chain of steps needed for accomplishing an overall trip.	
REFERENCE STRATEGY	
<input type="checkbox"/> S1 <input type="checkbox"/> S2 <input type="checkbox"/> S3 <input type="checkbox"/> S4 <input type="checkbox"/> S5 <input checked="" type="checkbox"/> S6 <input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	CONNECT2CE (Interreg Central Europe Programme); FORTIS pilot (and related tavolo di lavoro)
ANY RELEVANT DOC/TOOL TO BE REPORTED	
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	
With reference to EUSALP macro-regional strategy	
With reference to any other more strategic planning	
REPLICABILITY & IMPLEMENTATION PROVISIONS	

LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	