

Interreg

makes a difference
in sustainable transport



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Introduction

We are happy to present our publication with a collection of European Interreg projects dealing with sustainable transport. The decade we are living has started in exceptional circumstances. COVID-19 with all its consequences has affected also the transport sector in several ways. Borders are closed and less people and goods are moving. Emissions have decreased rapidly, but at the same time, people have arguments for using their own car instead of public transport.

The extraordinary situation has forced us to see many things in a different way and opened our eyes to realise that what once was considered sensible or just simply “normal”, might not be it anymore in the future.

Interreg programmes are essential for boosting growth and building connections especially in crossborder regions. This need has not become less intense due to the changed environment. Interreg projects, though often relatively limited in their budgets, have acted as successful initiators, as the glue between actions, and, for instance, ensuring many first/last-kilometre initiatives. Often they serve as test platforms and build up interesting public-private partnerships.

The cooperation project examples selected for this brochure highlight three topics. First, focus is on Interreg projects linking to the TEN-T corridors. The two other themes focus on alternative fuels and transport modes as well as solutions for supporting multimodality. All of these are and will be essential elements in the re-thinking of future mobility in Europe.

Cooperation is and will be needed also across financing instruments, of which Interreg is just one. The Interreg community will continue to build connections to initiatives funded by, for instance, Connecting Europe Facility (CEF) and Horizon 2020. Many of the initiatives play a major role in the implementation of the transport policy, for instance in building the TEN-T corridors or as parts of the EU macro-regional strategies.

Now, we hope you will enjoy the array of the success stories of Interreg cooperation presented in this publication. Please keep in mind, however, that these 22 projects are a mere glimpse of the pool of cooperation Interreg is all about. For more examples, visit the Interreg programme and project database at www.keep.eu.

Interreg truly makes a difference.



Interreg Network on Sustainable Transport

The publication is produced by the Interreg network on sustainable transport, coordinated by the Interact Programme. The network functions as a platform for exchanging knowledge, expertise and experiences among Interreg programmes and projects. On the other hand, the network is also open for others interested in Interreg cooperation related to sustainable transport. In case you would like to exchange or join, please contact Ulf Wikström at the Interact Programme (ulf.wikstrom@interact-eu.net).

More information about Interreg projects and programmes: www.keep.eu and www.interreg.eu

CORCAP

Capitalising TEN-T corridors for regional development and logistics

The TEN-T Orient/East-Med (OEM) corridor connects central and south-east Europe. A crucial bottleneck of emerging relevance is the Dresden-Prague section, which needs to be extended by a new railway line to improve the connectivity between German seaports and destinations in particular in the Czech Republic, Slovakia and Hungary. The detailed planning process of the new railway line has started in 2018 and is expected to be finalised by 2023. The CORCAP project brings together stakeholders from intermodal transport and spatial planning along the corridor section Rostock – Budapest and supports them to better reap the benefits from the investments along this corridor.

To capitalise on the opportunities of the infrastructure investment for multi-modal environmentally friendly freight, the CORCAP project aims to realise activities for a better coordination of stakeholders in the field of transport and spatial planning. The partners will develop “Corridor Capitalisation Plans” for nodes along the corridor to facilitate the interaction of regional development and transport infrastructure investment in the participating regions. Additionally, the project aims to improve the connectivity of intermodal hubs and inland ports and investigate new intermodal services.

Main results of the project:

- Corridor Capitalisation Plans that facilitate the interaction of regional development and transport infrastructure investment
- Transnational corridor capitalisation strategy utilizing potentials of the TEN-T OEM corridor for freight transport and regional development
- Pilot actions for improving the connectivity of intermodal hubs and inland ports and investigation of new intermodal services

More information: <http://interreg-central.eu/corcap>



CONNECT2CE

Improved rail connections and smart mobility in Central Europe

As populations in many rural and peripheral areas decline, we face a greater challenge in providing adequate public transportation in those areas, especially in cross-border regions. CONNECT2CE aims at tackling the weak accessibility of regional, peripheral and cross-border areas of central Europe to and from main TEN-T networks and hubs.

CONNECT2CE elaborates transnational strategies and tools resulting in regional and cross-border action plans and pilots. This is done in three thematic areas all connected to each other and all being essential contributions to the enhancement of public transport services of peripheral and cross-border regions: 1) Enhanced connectivity (PSOs/PSCs, harmonisation of multimodal timetables, regional and cross-border rail services), 2) Integrated ticketing and tariff schemes (integration of regional and cross-border multimodal tickets will be tested and implemented for the first time) and 3) innovative ICT tools on info-mobility.

Main results of the project:

- Toolbox for enhanced accessibility of public transport in peripheral areas
- Territorial strategies enhancing public transport accessibility at regional level
- Pilot actions enhancing peripheral and cross-border public transport and accessibility

More information: <http://interreg-central.eu/connect2ce>

REIF

Regional infrastructure for railway freight transport - revitalised

Although central Europe is facing strong growth in traffic volume, the total share of freight moved by rail has decreased significantly over the past few decades. Current forecasts predict that by 2030 there will be a significant increase in freight volume, and this expected growth in traffic on the roads will raise serious transport and environmental problems. To reverse this negative trend, huge investments are underway with a focus on the main TEN-T railway corridors.

Complementary to this initiative the REIF project aims at increasing the modal share of rail freight transport through mitigation measures for the regional rail feeder system. In particular, REIF tackles lacking connectivity at regional level. In this purpose, REIF develops and applies tools to analyse regional potentials for rail freight transport, identifies infrastructural bottlenecks and effective measures for either preserving vulnerable connections or even redeveloping closed tracks. Pilot actions test novel approaches to overcome different discontinuities of the regional rail network in the participating regions.

Main results of the project:

- Regional action plans defining priorities and potential policy measures
- Regional capacity building workshops training a pool of regional administrations' staff
- Establishment of regional policy instruments and permanent coordination mechanisms

More information: <http://interreg-central.eu/reif>





ADRIPASS

Integrating multimodal connections in the Adriatic-Ionian region

There are bottlenecks in the transport connections in the Adriatic-Ionian region and the poor quality of infrastructure affects their efficiency. ADRIPASS project aims at improving maritime hinterland freight connectivity by understanding the main bottlenecks at corridor level and by focusing on improving the efficiency of the existing infrastructure through identification of soft measures and the implementation of small scale ICT investments in selected ports.

The project analyses physical and non-physical bottlenecks on the TEN-T corridor sections of the ADRION region, with a specific focus on those recently extended to the Western Balkans, where most border crossing points are located. Specific ICT solutions in selected ports are tested for streamlining freight transport. The project also supports the setting up of a multilevel and multidisciplinary transnational cooperation network.

Main results of the project:

- Analysis of barriers along the TEN-T corridors, identification of measures to improve corridor efficiency. Adoption of an Action plan on border crossing facilitation.
- Upgrades and adoption of ICT tools to support operations at ports. Adoption of an ICT action plan for improving multimodal transport in ADRION regions.
- Creation of a network of key ADRION transport stakeholders. Adoption of a transnational strategy for improving multimodal transport in the ADRION region.

More information: <https://adripass.adrioninterreg.eu>

Modernisation of the road connection between Pieniny National Parks

The project is the second stage of reconstruction of the road connection between Pieniny National Parks in the Polish-Slovak border region. The challenges addressed by the project are to: increase cross-border mobility, improve the condition of the infrastructure in the mountain region, enhance road traffic safety, as well as to shorten the time to cross the Polish-Slovak border for residents, tourists and entrepreneurs.

On the Slovak side, the project involves the modernisation of the roads merging before the border crossing point in Lysá nad Dunajcom and lead further to Poland. On the Polish side the project upgrades roads which will be connected to the Slovak sections of road 969.

Main results of the project:

- Better connection to TEN-T in Małopolska and Prešov regions
- Modernisation of 26 km of roads in Polish – Slovak border region
- Improvement of road safety and reduction of travel time

Improvement of communication integrity between Cieszyn Powiat and Čadca District and the D3 express road within the TEN-T network

There has not been a road connection between Powiat Cieszyński in Poland and Slovakia, and the overall road network capacity and quality in the region in general has been low. The situation has been challenging for road transit as well as tourism.

The main goal of the project is to create a new cross-border road connection PL-SK Jaworzynka – Čierne. It will result in shorter travel time between the Čadca Okres and the Cieszyński Powiat and improve access to the TEN-T network/nodes. This will be done by reconstructing roads for improved quality and safety in Wisła, Istebna and Okres Čadca.

Main results of the project:

- Creation a new cross-border road connection PL-SK Jaworzynka-Čierne
- Total length of reconstructed or modernized roads: 4,301 km
- Improvement of road safety and reduction of travel time

More information: <https://www.powiat.cieszyn.pl/strona/droga-wisla-czarne>



H2-SHARE

Hydrogen Solutions for Heavy duty transport Aimed at Reduction of Emissions in north west europe

Long haul trucking is one of the highest contributors to air pollution in the EU. The project H2-Share addresses the implementation of low-carbon solutions in transnational logistic transport to reduce CO2 emissions in NWE and focuses on the market for logistic heavy-duty vehicles on hydrogen. For longer transport distances (interregional and transnational) and large vehicles, the battery system has to be expanded with a hydrogen (H2) fueled fuel cell as range extender.

H2-SHARE was the first approved long haul hydrogen truck projects of which there are now 3 funded through different funding streams. In this project, one 27-ton heavy duty rigid truck on H2 will be demonstrated. Also, a mobile refuelling station will be built to facilitate the demonstrations at the end-user's premises. In this way, and due to the fact that there is a lack of reliable static refuelling infrastructure nearby logistic end-users, the project will receive practical experience and data relevant for scaling up this market.

Main results of the project:

- H2 rigid truck and a mobile hydrogen refuelling station demonstrated in operational environment
- 50 different transport operators in NWE informed about and engaged in project results
- 75 tons of CO2 reduced during demonstrations

More information: <https://www.nweurope.eu/h2share>

HECTOR

Hydrogen waste collection vehicles in North West Europe

The effects of high levels of greenhouse gas emissions from the transport sector on health and quality of life are widely recognised. The public sector can have a direct influence on the decarbonisation of garbage truck fleets. Fuel cell electric vehicles (FCEVs), using hydrogen as a fuel, are one of the solutions which enable a complete decarbonisation of the transport system.

HECTOR will produce and demonstrate 7 pilot sites in 5 different countries in the NWE area. The sites will use existing or already planned refuelling infrastructure. To maximise the emission reduction, the hydrogen used will be green and/or renewable when possible. In the partnership, five sites will be using green hydrogen from the start of the project: Aberdeen, Herten, Arnhem, Groningen, CCTVI. Brussels and Duisburg are planning to develop green hydrogen infrastructure in the near future, provided high enough demand in the city. In this way, HECTOR will also help the cities in implementing their green hydrogen infrastructure plans by creating demand for hydrogen.

Main results of the project:

- 400 tonnes of CO2 emissions saved for 7 trucks
- At least 7 fuel cell garbage trucks in operation in NWE
- At least 13 cities ready to invest in fuel cell garbage trucks at the end of the project

More information: <https://www.nweurope.eu/hector>

SEEV4-City

Smart, clean Energy and Electric Vehicles 4 the City

Electric vehicle charging creates energy demand peak in the evening hours when renewable production is low or none at all. The result of this disparity is that electric vehicles are often not charged on renewable energy and that high grid investments are needed in order to expand or upgrade the grid for electric vehicle charging.

The challenge is to structure the system in a way that electric vehicles react to the local production of renewable energy. ICT systems can turn these problems to solutions. Therefore, electric vehicles, renewable energy sources and ICT-services are the core of SEEV4-City project. SEEV4-City turns barriers for electric vehicles into chances for future zero emission electric vehicle expansion. The SEEV4-city project promotes and prepares wider roll out of clean and zero-emission electricity for electric vehicles with the help of Vehicle2Grid (V2G) systems as well as demonstrates the business potential of the vehicles when integrated in operational V2G systems.

Main results of the project:

- Increase of real zero emission kilometres in the SEEV4-City operational pilots
- Increase in energy autonomy in SEEV4-City sites
- Avoided grid related investments by introducing smart charging, V2G and energy storage in batteries at large implementation

More information: <https://northsearegion.eu/seev4-city>



HyTrEc2

Hydrogen Transport Economy in the North Sea Region

With 94% of transport currently oil based, green transport solutions such as hydrogen will play a key role in achieving the energy and climate change targets of the EU. One promising solution can lie in the Hydrogen Fuel Cell Electric Vehicles (FCEVs) as they have a larger range than electric battery vehicles. This is important in areas like the North Sea region with a large number of small and medium sized cities with a large hinterland. Currently, there is market failure caused by the high cost of FCEVs and green hydrogen.

The key aim of HyTrEc2 is to create conditions for the development of the FCEV market, and to promote the NSR as a Centre for Excellence for fuel cells and range extenders. The project will reduce the cost of hydrogen vehicles and reduce CO2 emissions by improving the operational efficiency of a wide range of vehicles, by developing innovative methods for the production, storage and distribution of green hydrogen, as well as through improvements in the the supply chain.

Main results of the project:

- Reduction in the cost of hydrogen vans, large trucks and other tested vehicles
- Increased number of public sector organisations and transport operators investing in hydrogen vans and other tested vehicles
- CO2 reductions from tested vehicles

More information: <https://northsearegion.eu/hytrec2#>





e-SMART

e-Mobility Smart Grid For Passengers and Last Mile Freight Transport in the Alpine Space

One of the main obstacles to the large-scale introduction of e-vehicles in local transport are the limitations in the local energy infrastructure, where the network of e-charging stations is insufficient for higher energy demand. e-SMART designs, tests and validates transnational instruments for an integrated planning of e-mobility smart grid services and charging stations for local public transport and last mile freight logistics (LPT & LML).

e-SMART will activate cooperation among public authorities and e-mobility and energy operators through Smart Living Labs. Thanks to a Smart Mobility Road Map for Alpine decision makers on intermunicipal level, a common approach in development of e-mobility services in LPT & LML and in planning of an adequate electric-vehicle charging-system network will be set. The project will design and test a Smart Energy Toolkit of operational instruments.

Main results of the project:

- Increased common methods and approaches to plan e-mobility services
- Increased accessibility to e-mobility transport services for peripheral and metropolitan areas
- Increased skills and capacities to understand and assess the energy impacts and costs of e-mobility applied to LPT & LML

More information: <https://alpine-space.eu/e-smart>

e-MOTICON

e-Mobility Transnational strategy for an Interoperable Community and Networking in the Alpine Space

One reason for the inadequate diffusion of E-charging stations (E-CS) is the low interoperability often caused by the limited integration of planning instruments used by public administration. The lack of knowledge in technological innovation and business modelling prevents deployment of e-mobility. e-MOTICON aims to support public administration bodies in ensuring homogeneous development of e-mobility in the Alps.

After the analysis of policies, business models and technologies, e-MOTICON delivered a White book on innovative E-CS planning to respect e-mobility requirements in an Alpine transnational strategy and Regional Action Plans. It provided a toolset for E-CS network requirements and test it in 3 joint pilot actions. Different actors in e-mobility joined a transnational community to increase knowledge and improve the capacity of public administration in planning E-CS.

Main results of the project:

- Increased usability of e-mobility based on an interoperable charging infrastructure
- Alpine wide adoption of innovative planning instruments for charging infrastructure, integrated with interoperability and possibility for application in EU context
- Increased skills and knowledge on integrated planning of E-CS for public authorities in cooperation with private sector

More information: <https://alpine-space.eu/e-moticon>



H2SHIPS

System-Based Solutions for H2-Fuelled Water Transport in North-West Europe

Reducing GHG emissions in the transport sector is crucial for climate change and air quality. Water transport plays a key role for people and goods in NWE, which comprises 84% of European inland freight. Almost all inland vessels are fueled by gasoil, which emits CO₂, nitrogen oxides, particulate matter and sulphur dioxide. H2SHIPS will demonstrate the technical and economic feasibility of H₂ propulsion and bunkering solutions for navigation as an alternative to road transport.

H2SHIP's main activities are a demonstration of H₂-powered water transport of passengers, a replication study for inland cargo ships as well as a demonstration of offshore H₂ delivery. The project will also make an action plan for the implementation of a pilot in Paris in 2021-2022 and create a blueprint for the uptake of a new hydrogen-based transport system in NWE. Last but not least, H2SHIP brings about a H₂ value chain supporting transport operators in using H₂ products and services developed by enterprise-research cooperation.

Main results of the project:

- Implementation of a hydrogen power pack into a port vessel reducing GHG emissions
- A guidebook and the development of a H₂ value chain
- €1M investment leverage

More information: <https://www.nweurope.eu/h2ships>

SUPER-LNG

SUstainability PERFORMANCE of LNG-based maritime mobility

As a clean fuel, liquefied natural gas (LNG) holds great potential for reducing the carbon footprint of maritime transport. Therefore, LNG infrastructures can enhance the sustainability of port areas. However, distribution networks and port infrastructures for the bunkering of LNG powered ships require technologies and solutions with a high level of safety, avoiding trade-offs between environmental protection and the safety of passengers and personnel.

SUPER-LNG aims to provide a uniform framework to support the implementation of technical systems for the distribution and supply of LNG in port areas in the Adriatic and Ionian region. Activities of SUPER-LNG comprise the development of a comparative analysis on international regulations and EU directives for LNG safety in storage and supply and setting up a network of experts in the area of safety, security and training of LNG at ports. The project will harmonise technical standards for LNG storage in ports and provide guidelines for producing and evaluating safety reports concerning LNG in ports as well as for emergency planning.

Main results of the project:

- A strategy for the safety assessment of LNG supply systems in the Adriatic-Ionian area
- An Action Plan including technical guidelines and best practices addressing the standardization of the technological solutions proposed for LNG supply
- A network allowing for training opportunities addressing port operators, maritime educational institutions, public authorities and other relevant stakeholders

More information: <https://superlng.adrioninterreg.eu/>

LCL

Low Carbon Logistics

To be fossil fuel independent is one of the major challenges of our times. The transport sector plays an essential role in this regard and needs to be addressed in order to increase the efficiency and environmental sustainability of freight transportation. One concept to achieve this comprises the consolidation of goods at a distribution centres with a focus on last mile/short distance transports from the distribution centres to locations such as public units (schools, preschools, nursing homes etc.), business entities and other city users.

The LCL activities focused on the development of logistical concepts and action plans, which have been further tested in practice as pilots. In parallel a public awareness campaign was organised in order to convince number of stakeholders to newly introduced logistics solutions. The last element was to establish the international expert team, which will serve as a “knowledge bank” of low carbon logistic solutions to other interested municipalities or logistic companies.

Main results of the project:

- Implementing innovative logistics solutions to make freight transport in medium and small cities environmentally friendly and efficient
- Decreased use of fossil fuel-driven cars in the last mile logistics
- Increased awareness on green logistic solutions in the last mile distribution.

More information: <https://lcl-project.eu/>



#IWTS 2.0

#Inland Waterway Transport Solutions

Inland Waterway Transport (IWT) offers relatively slow, cheap, climate friendly hinterland transport alternatives for commodities transported in large quantities or bulk. The energy input per t/km is superior to rail and road transport. Many waterways in Europe have remained widely un-/underused in the past decades.

By piloting 8 small waterway modal shifts, #IWTS 2.0 showcases proven concepts that will be adopted by the market. Partners mobilise potentials and capacity to move freight to yet under-used waterways by realising a quick modal shift by introducing new, proven logistic technologies and support logistic managers that decide about modal shifts. Another scope of the project is to make better use of the existing waterways by adapting them and developing innovative sustainable small barge concepts.

Main results of the project:

- Freight owners in the region discovered inland water way transport as an opportunity leading to a modal shift from road to water.
- Curriculums for students for navigating on smaller waterways are developed and piloted.
- The Full Mission Simulator is used to simulate potential modal shifts to identify opportunities and hindrances.

More information: <https://northsearegion.eu/iwts20#>

eHUBS

Smart Shared Green Mobility Hubs

Congestion, pollution and growing urban population call for replacing private cars by alternative mobility options. The eHUBS project aims to make shared mobility more available to the end-user through providing a critical mass of eHUBS (physical cluster of shared electric mobility modes of transport). While eHUBS are technically feasible, deployment is hindered because of slow user adaptation, lags in urban planning and legislative/policy hurdles. Critical mass and scalability is key and knowledge transfer is absolutely necessary to remove barriers for local authorities.

The main project output is the provision a critical mass of shared and electric vehicles and eHUBS, which will result in a decrease in private car use in cities. This task is undertaken by the six pilot cities (Amsterdam, NL; Leuven, BE; Arnhem, NL; Nijmegen, NL; Manchester, UK; Kempten (Allgäu), DE; Dreux, FR) and the shared e-mobility providers, who will make shared mobility available for citizens. The project will create travel behaviour models offering a platform to test the propensity to introduce novel eHUBS infrastructure and to identify where to locate them, based on existing demographic data together with knowledge of current transport networks, services and operations.

Main results of the project:

- Design and deployment/adaptation of 92 eHUBS in 6 pilot cities
- Active cooperation with 20 replication cities
- Community outreach programme to inform and engage users

More information: <https://www.nweurope.eu/ehubs>

LinkingAlps

Innovative tools and strategies for linking mobility information services in a decarbonised Alpine Space

LinkingAlps connects Alpine mobility information services to foster a modal shift from private to low-carbon passenger transport (e.g. public and on-demand). Travellers will be able to access information on mobility services, also outside of their region, in one single service, plan their trips from door-to-door by using sustainable transport modes and receive up-to-date, real-time information.

LinkingAlps develops a decentralised network of travel information services by interlinking existing regional or national journey planner services through a standardised exchange service based on Open Journey Planning (OJP). LinkingAlps will elaborate a transnational organisational and operative framework guarantying a long-lasting operation of the network. A decision-support handbook will convince decision makers to integrate the decentralised network.

Main results of the project:

- Harmonised standards and procedures for linking the low carbon mobility information services
- Seamless routing information (door-to-door across borders) in one single service
- Increased number of interoperable, inter-linked mobility information services across the Alps to foster the modal shift and exploitation of public transport

More information: <https://alpine-space.eu/linkingalps>



FCCP

Fuel Cell Cargo Pedelecs

More and more goods are ordered online and are delivered to customers' homes. The European e-commerce turnover increased by 15% to €530 billion in 2016. Urban freight transport correlates directly with this sector. The transport sector continues to use mainly combustion engine vehicles, designed for yesterday's urban transport. Emission-free fuel cell cargo pedelecs (FCCP) provide a real solution to the new requirements of last mile delivery.

The project's main activities are a: one-year validated state of the art logistic concept for FCCPs. 36 validated FCCPs that have demonstrated their qualification for today's last mile deliveries throughout the year under the different environmental conditions of cities in North-West Europe. The project will produce at least four cargo bike supportive measures, four micro hubs and one interactive database providing information to other cities about efficient fostering of FCCPs.

Main results of the project:

- 36 emission free FCCPs applied in 7 European cities
- 256 tons of reduced CO₂
- FCCPs will increase from technology readiness level (TRL) 4 to TRL 7

More information: <https://www.nweurope.eu/fccp>

TRANS-TRITIA

Improving coordination and planning of freight transport on TRANS TRITIA

Project territory TRITIA is a border triangle between Katowice (PL), Ostrava (CZ) and Zilina (SK) with 7.8 million inhabitants, one of the most industrialized regions of central Europe on the crossroad of important TEN-T corridors. The European Grouping of Territorial Cooperation (EGTC TRITIA) is supporting cooperation across borders of these three countries. In the TRANS TRITIA project regional authorities together with transport research centres and development agencies are aiming at more integrated, sustainable and effective freight transport planning.

The TRANS TRITIA project facilitates better coordination among regional and local authorities and freight transport stakeholders to make transport more environmentally friendly. Multi-aspect screening analyses and forecast of multimodal transport systems and logistic centres will be carried out. In addition, transport policy recommendations will be drafted.

Main results of the project:

- Trilateral multimodal freight transport strategy for the TRITIA region
- TRITIA cross border action plans for shifting freight from road to inland waterways and rail transport
- TRITIA action plan for Intermodal Logistic Centres/Terminals

More information: <http://interreg-central.eu/trans-tritia>



FinEst Smart Mobility

Improving West Harbour - Old City Harbour mobility flows with smart solutions

The ferry connection between Helsinki West Harbour and Tallinn Old City Harbour is one of the busiest in the world with over 8 million annual passengers. Current traffic creates substantial congestion, noise and other negative externalities at both ports and in both cities.

FinEst Smart Mobility piloted five ICT solutions in the harbours and adjacent areas, to find solutions for these challenges. The pilots focused on better integration of different transport modes in inner-city and cross-border traffic.

Main results of the project:

- "Infotripla" real-time information system to monitor traffic in the Helsinki West harbour, recommend routes for outbound traffic and alert traffic management officials
- GoSwift application for real-time queueing system to notify truck drivers about best time to drive to terminal gates, minimising waiting at the port gates
- Tallinn SUMP contributes to better mobility management and is harmonised with Helsinki regional planning to improve cross-border communication

More information: www.finestsmartmobility.com

ESTGC

A Coherent Transport System in Greater Copenhagen

The purpose of the project is to contribute to the realization of Greater Copenhagen Traffic Charter through joint decision-making and development of common knowledge and cooperation arenas to promote a more coherent transport system. The project focuses on strategic scenarios for rail traffic, a coherent public transport system and mobility of the future.

The project develops strategic scenarios for rail traffic 2030-2050 in Greater Copenhagen as well as basis for societal effects of new fixed connections and the development of potential of rail freight. It will end up in a system plan 2050. Joint decision making by the owners and the traffic companies will be enhanced. Finally, a decision-making basis for future mobility in Greater Copenhagen and an action plan for conversion to fossil-free propellants will also be created.

Main results of the project:

- We have identified the main needs for development of the railways on both side of the Oresund bridge
- We have made a mapping of pains and gains for travellers crossing the Oresund and identified the need for a more harmonised transport system.
- A joint project with the Secretariat for Bicycle Super Highways (DK) and Scania Region (SE) developing a standard for Bicycle Highways in both countries.

More information: <https://malmo.se/Service/Var-stad-och-var-omgivning/Stadsplanering-och-strategier/Framtidens-kollektivtrafik/Ett-sammanhangande-transportsystem-i-Greater-Copenhagen.html>

NEWBRAIN

Nodes Enhancing Waterway Bridging Adriatic-Ionian Network

There are various infrastructural gaps and technological, procedural and organisational bottlenecks impacting on the smoothness of the regional transport system in the Adriatic-Ionian region. The goal of the NEWBRAIN project is to help unlock the access to national and European financial opportunities for investments on physical and non-physical infrastructures of the 9 logistics nodes of the partnership, which represent the key gates connecting South-East Europe and Mediterranean countries to Central and Western European regions.

In particular, NEWBRAIN activities are aimed to bridge the gap between the planning phase of an investment and its financing through funding schemes and opportunities. The partners have analysed and studied measures to strengthen the enhancement of the transport and logistics nodes by drafting an action plan as well as technical and financial studies to support the joint participation to financial opportunities.

Main results of the project:

- Strengthened institutional cooperation between 9 transport and logistics nodes for the joint development of the Adriatic-Ionian transport system
- Technical and financial studies available for the joint activation of financial opportunities leading to a factive realization
- Innovative studies for sustainable and intermodal freight transport in Adriatic-Ionian area

More information: <https://newbrain.adrioninterreg.eu/>





European Regional Development Fund

