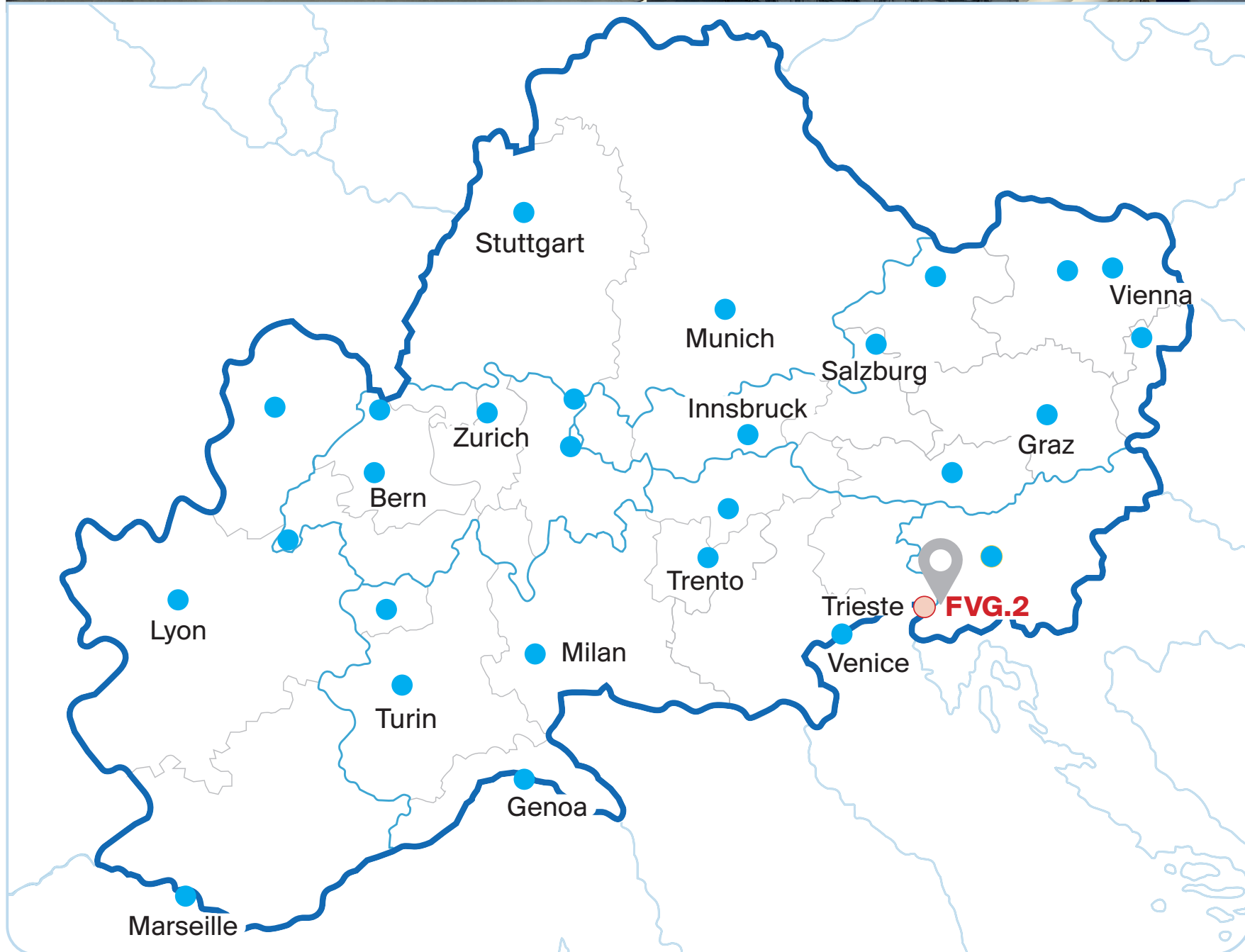




COMODALCE Enhancing Coordination on multiMODAL freight transport in Central Europe

COMODALCE tackles the challenges hampering the full-fledged development of multimodal freight transport in Central Europe, i.e. the weak coordination of stakeholders in the port-hinterland interface and uncoordinated measures and tools at transnational level, leading to increased road transport with negative consequences in terms of pollution, GHG emissions and noise. Accordingly, COMODALCE aims to increase the cooperation and coordination among multimodal freight transport stakeholders in Central Europe through the use of innovative ICT systems by gathering some of the most relevant ports/rail road terminals/operators generating multimodal transport flows.

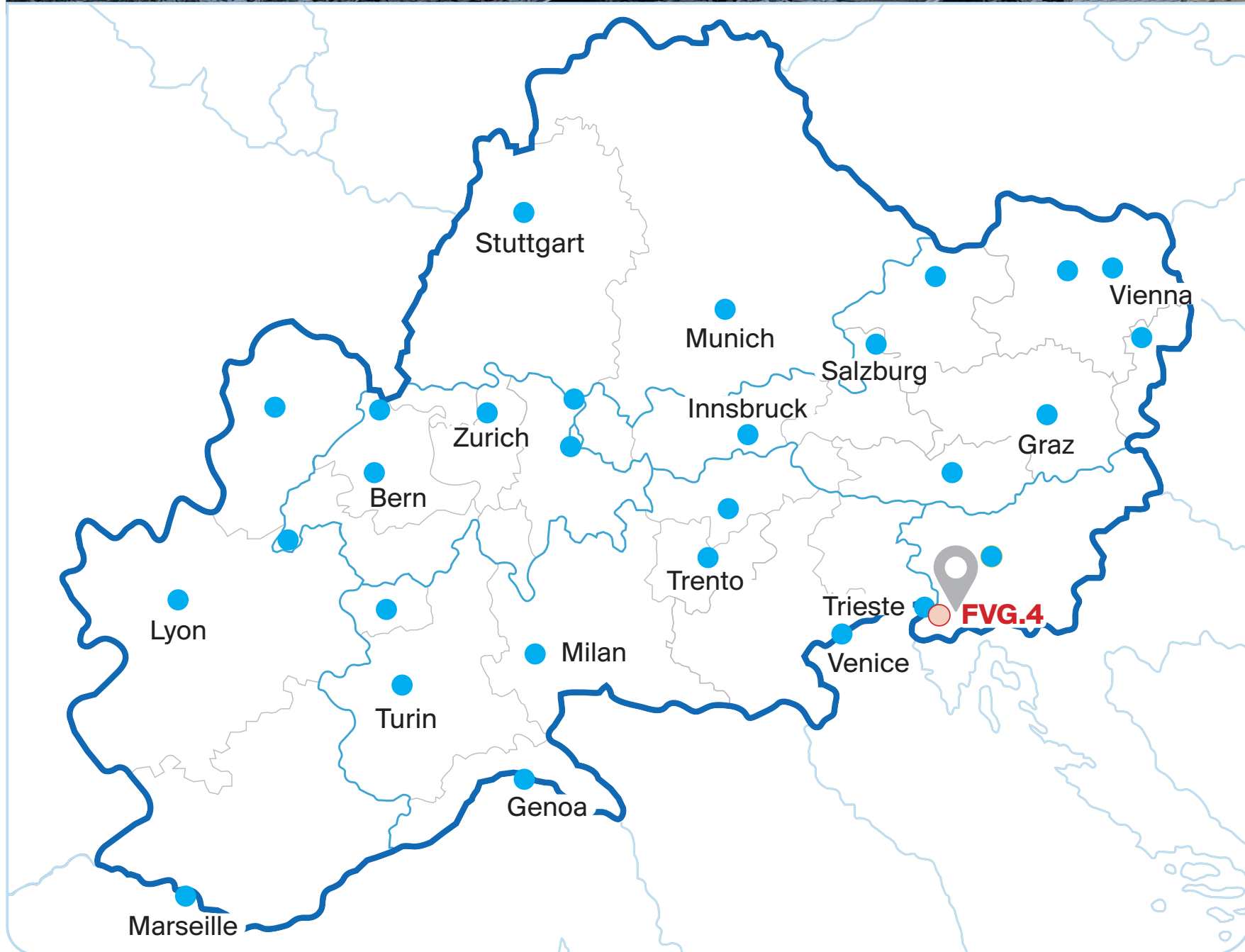
COMODALCE will do so by:

1. enhancing the transport planning competences by means of an in-depth transnational study analysing each territory in detail and the elaboration of detailed strategies, to be tested through pilot actions
2. testing innovative ICT solutions for enhancing coordination and interoperability among the most relevant ports /RRTs / logistic operators of the Programme Area and streamlining freight flows, aiming to increase the competitiveness and productivity of the multimodal transport sector
3. gathering multimodal transport stakeholders adopting coordinated short, medium and long-term development

plans and adopting a common transnational toolbox

The main project outputs are:

1. Knowledge tool on ICT use for fostering coordinated multimodal transport
2. Strategies for fostering coordinated multimodal freight transport through ICT
3. Action Plans for fostering coordinated multimodal freight transport through ICT
4. Pilot actions fostering coordination among multimodal freight transport stakeholders through ICT systems
5. Transnational toolbox for fostering coordinated multimodal freight transport through ICT



New cross-border rail connections between Friuli Venezia Giulia and Austria

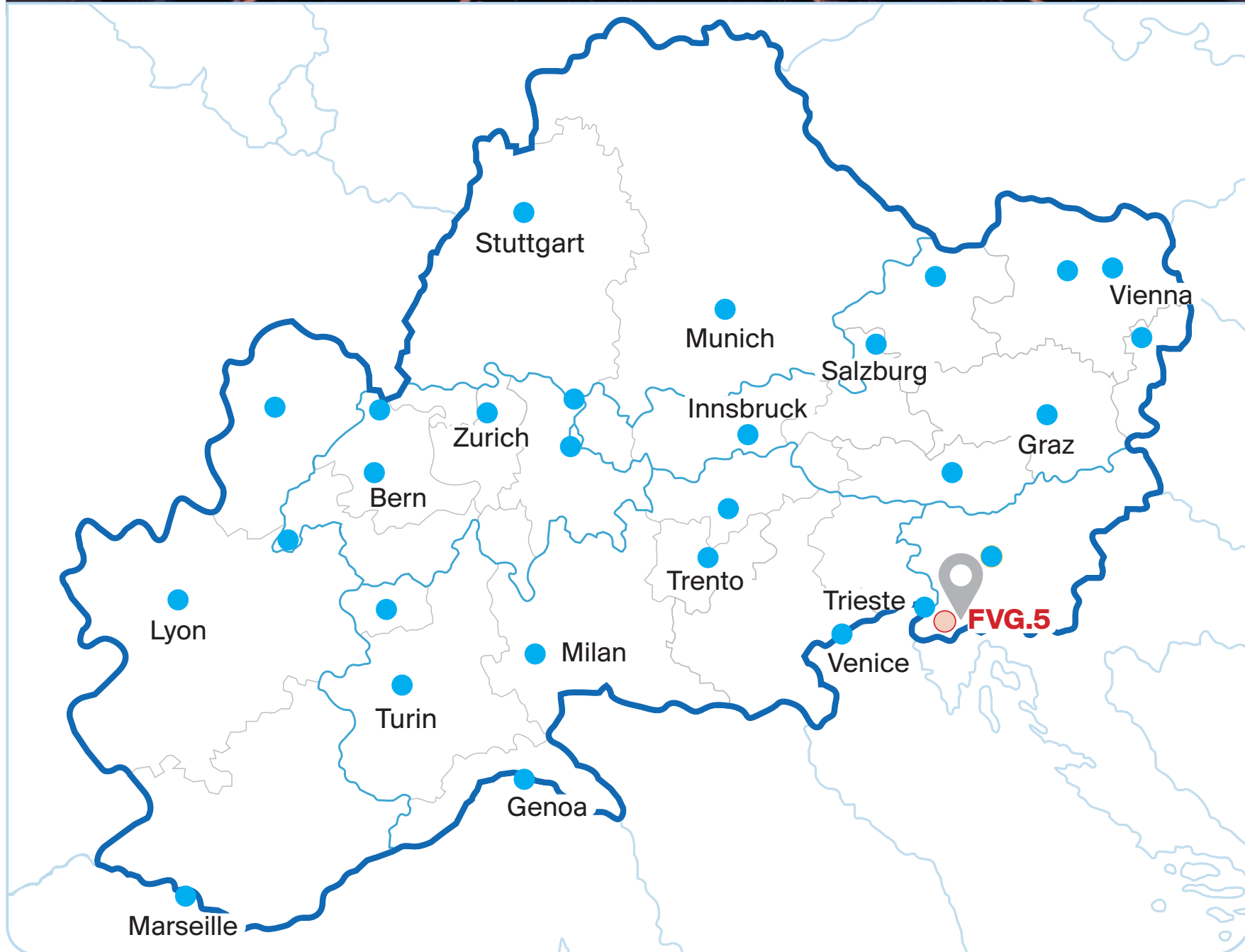
Activating new rail passenger services between Trieste and Wien, via three alternative cross-border routes:

1. Trieste - Ljubljana - Maribor - Graz - Wien: extension by 149 km until Trieste, of part of the present connection Vienna-Ljubljana-Vienna, along the historic route "Südbahn" Vienna - Graz - Trieste. Journey time: 8 hours and a half. Estimation of 109.000 train-km by year (of which 88.000 in Slovenia and 21.000 in Italy);

2. Trieste - Udine - Villach - Klagenfurt - Wien: extension by 192 km until Trieste of part of the present connections Vienna - Villach - Vienna.

Journey time: 7 hours approx. Estimation of 140.000 train-km by year (of which 21.000 in Austria and 21.000 in Italy);

3. Trieste - Udine - Villach - Salzburg. Extension to Udine and Trieste of the connections Salzburg - Villach cadenced every two hours. Journey time: 5 hours.



SMARTLOGI Cross-border sustainable and smart logistics

SMARTLOGI aims to enhance the operational and institutional cooperation on sustainable multimodal freight transport options, tackling the administrative and technological issues currently hindering additional modal shift from road to rail thus decreasing the impact of freight transport in terms of pollution, GHG emissions and noise.

This will be achieved through a cross-border action plan that will be tested through feasibility studies and joint pilot actions, leading to the elaboration of a strategy for enhancing cross-border multimodal transport, that will be adopted both at operational level by project partners and at institutional level by two EGTCs of the Interreg

Italy-Austria Programme Area, for the creation of a long-term cross-border institutional co-operation framework on freight transport.

The project's results will be used by both project partners and by the other logistic nodes (ports / inland terminals) and policy makers at regional and national level. These are also the main target groups of the project, together with terminal and logistic operators.

SMARTLOGI will make multimodal transport more competitive and attractive, thus increasing the modal shift from road to rail and contributing to the safeguard of the environment of the whole Interreg Italy-Austria Programme Area.

The main project outputs are:

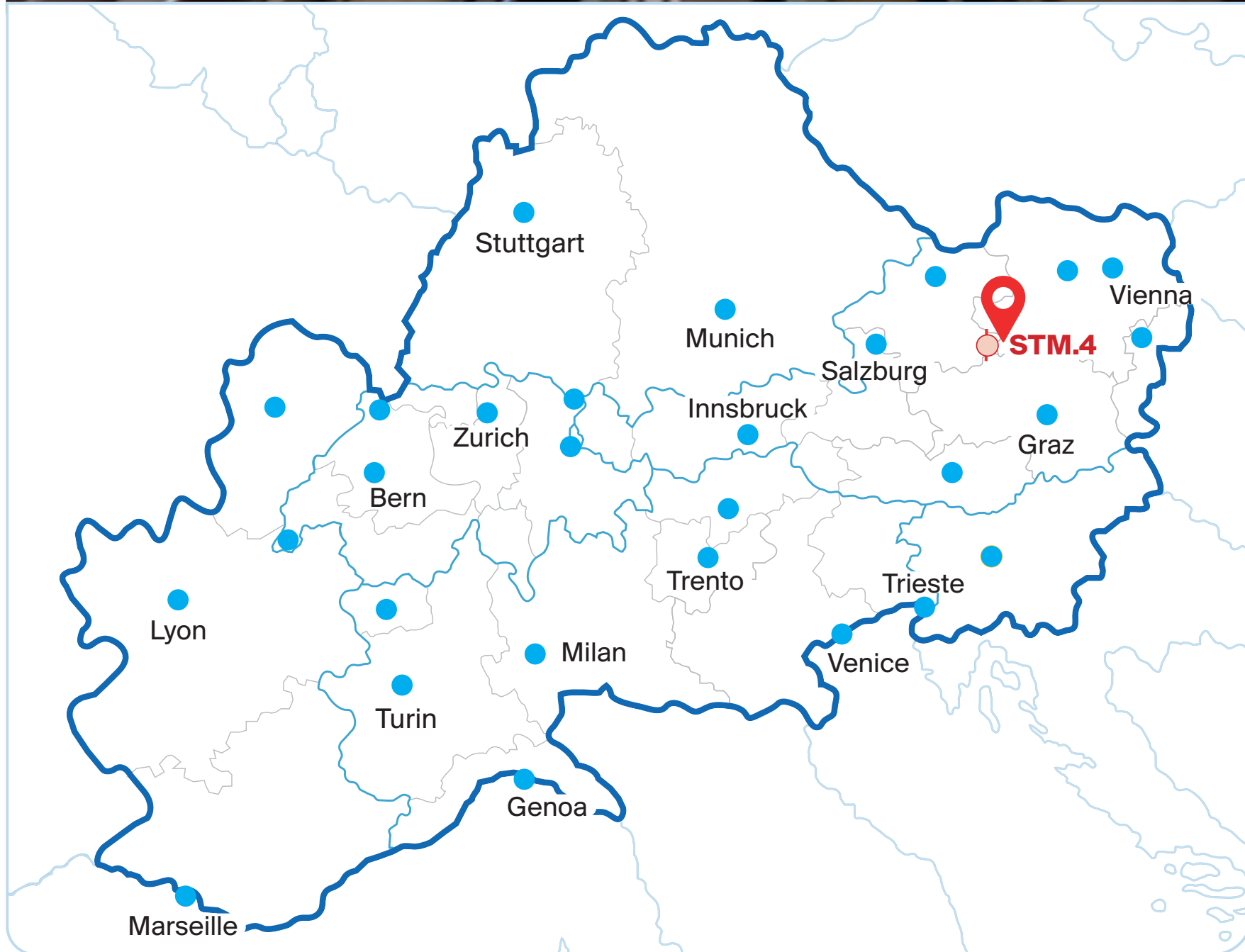
1. Cross-border study on multimodal freight transport
2. Pilot action between the Port of Trieste and the RRT of Fuenitz through the use of ICT
3. Feasibility study for improving multimodal freight transport in the Veneto Region
4. Feasibility study for improving multimodal freight transport on the Brenner corridor
5. Cross-border strategy for the enhancement of cross-border multimodal freight transport



Alpine Crossrail in the Rhaetian triangle

In the early 1900 years there where plans to connect the different Railways in the Rheatian triangle together. Those plans where stopped abrupt with the first world war. Since 1990 the reactivation of those plans is going on. The first steps were the construction of the Vereinaltunnel (Klosters - Sargliains) in Switzerland and the reactivation of the railway in the Vinschgau Valley (Meran/Merano - Mals/Malles) in Italy. A next step is the electrification of the

Vinschgau Valley Railway, which is actually in work. Now we have to realise the next step together. This will be the connection of the Vereinaline with the Vinschgauline with a transborder tunnel between Switzerland and Italy. Several studies have been done. The actual proposal from Italy is to cover 75% of the total costs.



Alpine Western Balkan Corridor New Bosruck base tunnel

Freight volumes are increasing worldwide and will continue to rise. Styria and other Alpine regions are therefore confronted with an increase in negative external effects such as CO₂ emissions, air pollution and noise. In addition, bottlenecks are emerging which must be solved in the sense of sustainable mobility development in connection with the increasing frequency of freight trains. Apart from this, it has to be taken into account that Styria is one of the Alpine regions with the poorest accessibility of its economic partners in North-Western Europe, in particular on rail. The Austrian part of the Alpine Western Balkan Corridor consists of the Tauern and Phyrn/Schober axes, which

together, designated as TPSA, represent the high-level connection between Central and South-Eastern Europe. Styria is home to the Pyhrn/Schober axis, which will provide decisive benefits for the economy and environment through the expansion of this railway corridor, the core of which will be the new Bosruck base tunnel. All four Austrian provinces (Carinthia, Styria, Salzburg and Upper Austria) work together to promote the TPSA.

Within this corridor, at the border between Styria and Upper Austria, there is the Bosruck Tunnel as a bottleneck with its approx. 21‰ steep southern ramp, which is not suitable for heavy freight trains. The new

Bosruck base tunnel can eliminate this bottleneck and makes possible that the freight trains weights increases by 25%. The project is fully consistent with several EUSALP objectives: Promotion of a sustainable overall transport system Cross-border cooperation is encouraged by the project, which is designed to improve high-level interconnection and the resolution of bottlenecks for several regions of the EUSALP. Protection of the Alps as a sensitive ecosystem.



Project Number: TIC.1

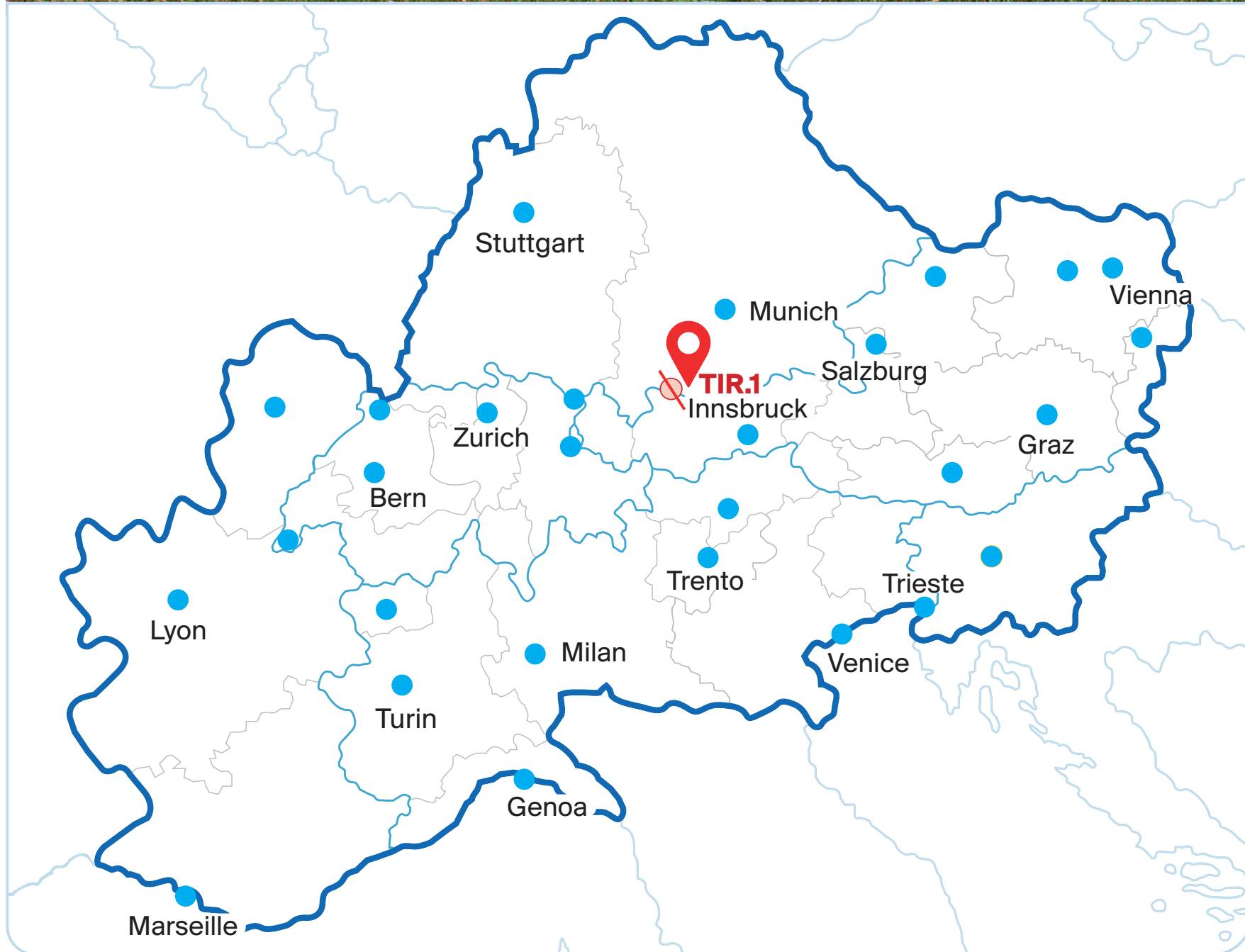
Category: New infrastructure

AlpTransit Sud

The AlpTransit Sud project concerns the southern access section of the new Swiss transalpine railway (NEAT) and its connection to the Italian high-capacity rail network, and is an integral part of the Rhine-Alps Rotterdam-Genoa corridor. The project involves the construction of a new 26.2 km long line from Vezia (south portal of the Ceneri base tunnel) to Chiasso (state border), with a maximum gradient of 1.2 % and a maximum speed of 200 km/h. The route is always underground. The crossing of Lake Ceresio takes place under the current Melide dam bridge and continues under Monte Generoso. Before entering Chiasso station, passenger and freight traffic flows separate towards

the tunnels of Monte Olimpino I (intended for passenger traffic, stopping at Como S. Giovanni) or Monte Olimpino II (intended for freight traffic, with access to the Italian railway network at the Rosales junction south of Como S. Giovanni station). The AlpTransit South project improves rail connectivity for regional cross-border and international traffic across the Alps. For international traffic a bottleneck is eliminated between the new Rail Link through the Alps (NRLA), with Gotthard and Ceneri Base Tunnels, and the Italian railway network. For regional cross-border traffic, the foundations are laid for a real rail (metro) service between Lugano-Mendrisio (Ticino) and Como-Varese (Lombardy).





Project Number: TIR.1

Category: New infrastructure

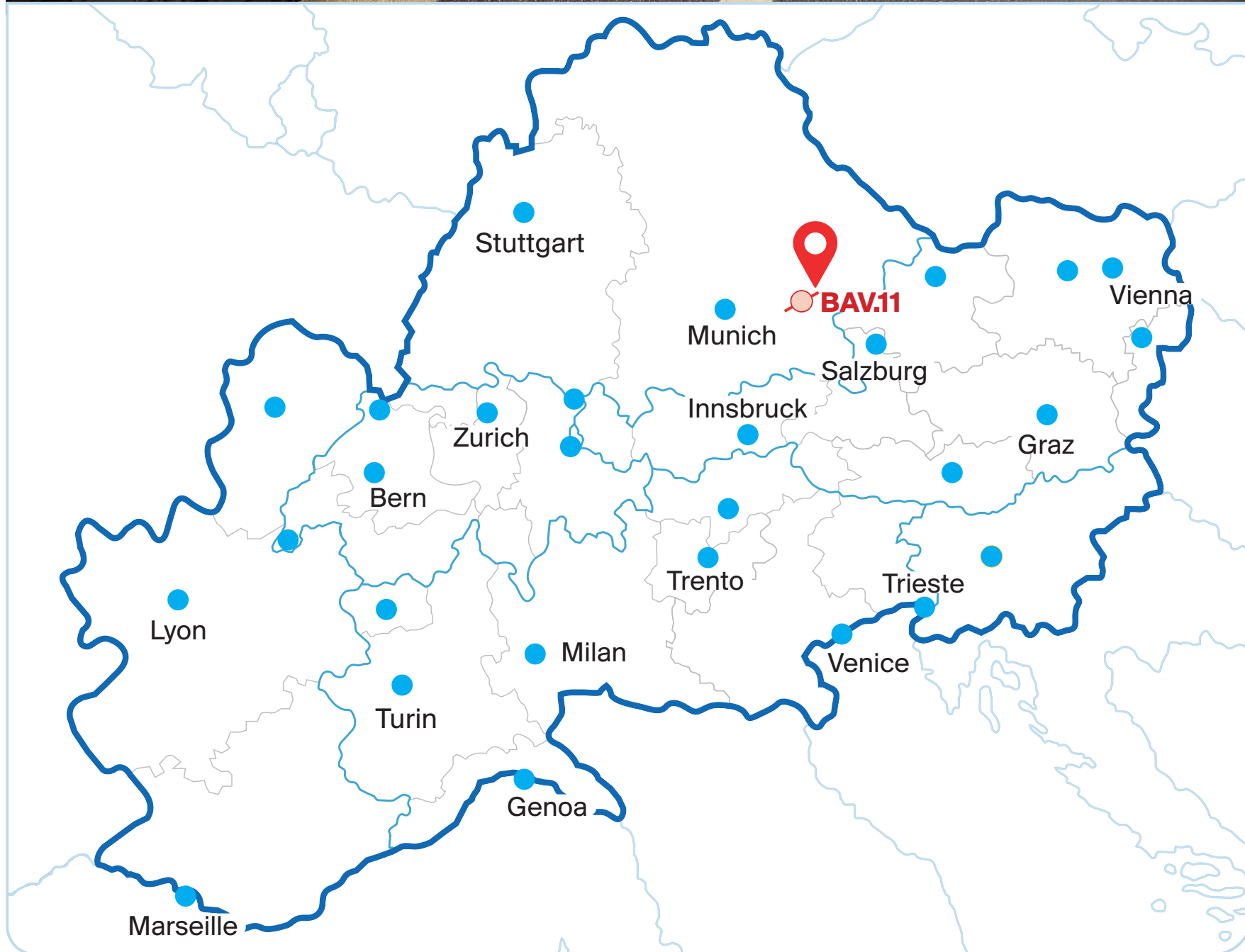
Fernpass Railway between Ehrwalder Basin and Ötztal-Bahnhof

The Tyrolean region Außerfern with its 33.000 inhabitants is a popular tourist destination situated between the rural districts Oberallgäu, Ostallgäu and Garmisch-Partenkirchen (GER) in the north and the districts Landeck and Imst (AUT) in the south. The often congested road B179 „Fernpassstraße“ connects the Außerfern region with the Inn valley and the capital of Tyrol, Innsbruck. As the B179 is furthermore a major transit and touristic route, leading over the Fern Pass at 1,216 m, traffic disturbances – especially in winter times – and traffic jams are a daily routine. Currently, the train is not a convenient travel option, as there is no rail infrastructure between the Ehrwald basin and the Inn

valley. Trains currently run via Garmisch-Partenkirchen which implies a major detour. As the estimated travel time by car (1:28) is considerably shorter than by train (2:22) or by bus (1:52), this missing link is a major disadvantage in the choice of transport mode and connectivity of the Außerfern region. To resolve this missing link, a feasibility study was jointly undertaken by ÖBB and Land Tyrol, showing technically feasible options for a railway line routing along three corridors from Ehrwald basin to the Inn valley. A calculation of the travel time depending on the route and a rough cost estimation comparison of variants and recommendations are also illustrated in the study. The feasibility study

shows that the variant „Silz“ is the best variant regarding the overall utility value and displays the best cost-benefit ratio. Resolving this missing link is an important contribution to the completion of the rail network in the Alpine Region, increasing the connectivity of the Außerfern and leading to a great positive impact on the economic development of the region as well as the reduction of GHG and polluting emissions.





Four-track expansion between Munich East and Markt Schwaben

The expansion of the approximately 21 km long route from Munich East to Markt Schwaben is being examined as part of the feasibility study of the “Bahnausbau Region München” (PrBaReMü) program. The aim is to increase the line performance for the S-Bahn and the other rail traffic on the Munich - Mühldorf main line and to connect Messe München to the S-Bahn. The measure will also relieve the already heavily loaded route from Munich to Rosenheim. Implementation is planned for the end of the 2030s.

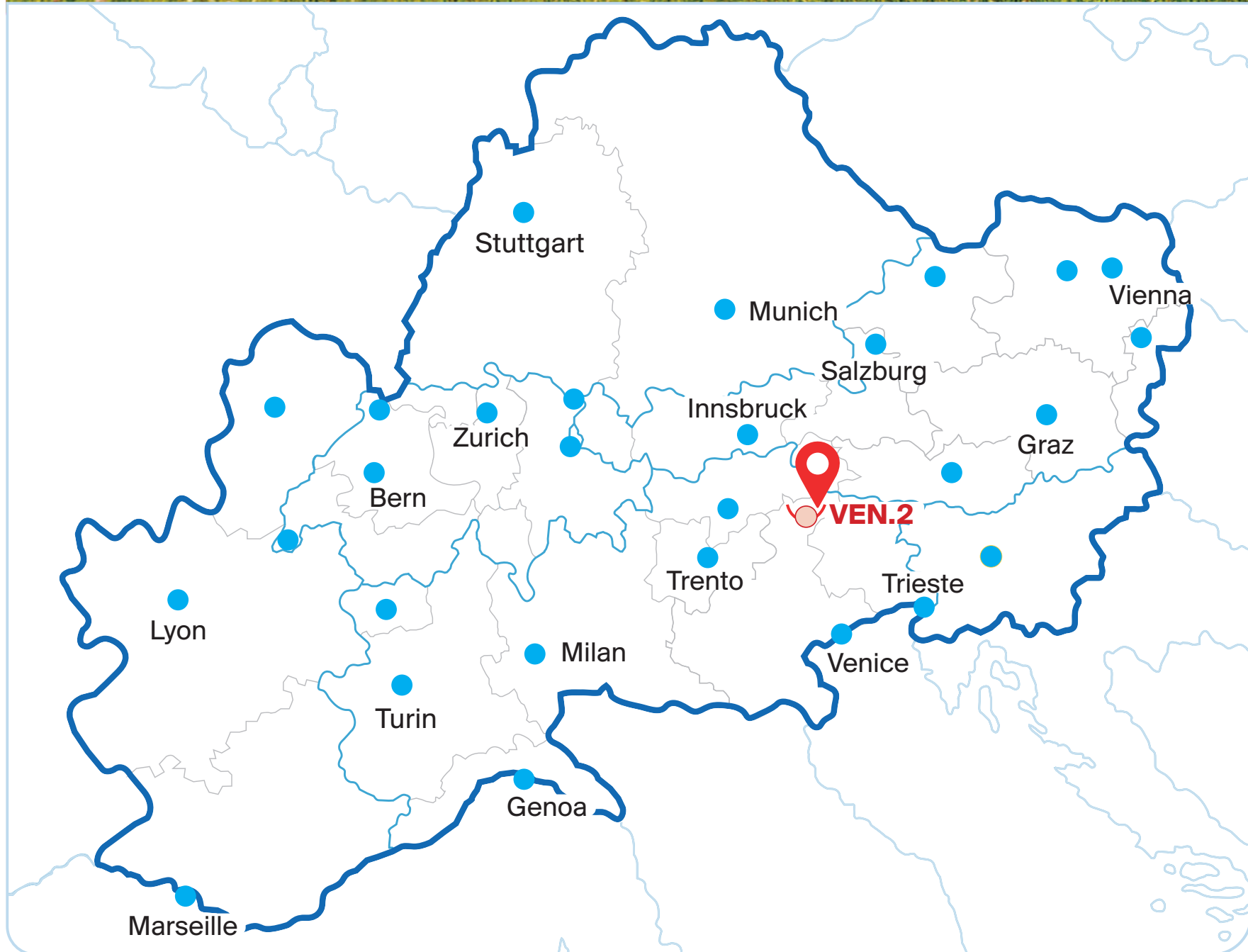
The upgraded line Munich - Mühldorf - Freilassing (ABS 38) is an important part of TEN-Magistrale 17 and of outstanding importance for the Free State of Bavaria. In the Federal Transport Infrastructure Plan 2030 (BVWP 2030) an ex-

pansion of ABS 38 east of Markt Schwaben has been considered in the highest priority level (urgent need).

The BVWP 2030 does not currently provide any development prospects for the highly congested section from Munich East to Markt Schwaben. The Free State considers the expansion of this section of the route to be urgently necessary for the needs-based development of local and long-distance rail passenger transport as well as freight transport.

In order to substantiate this from a technical point of view, the Free State is investigating as part of its “Bahnausbau Region München” program whether and how a (partial) expansion can increase the performance of the line. Concrete planning steps for a (partial) expansion are current-

ly being prepared with DB. With its “Bahnausbau Region München” program, the Free State has drawn up an overall concept for the expansion of local rail passenger transport in the rapidly growing metropolitan region. It forms the basis for a future-oriented development of the rail infrastructure. The program currently comprises 29 measures that are in the concrete planning or implementation stage. The central element is the 2nd main line crossing the city center of Munich, on the basis of which comprehensive qualitative and quantitative improvements can be made to the Munich S-Bahn. In addition, there are 43 other measures in the “Bahnausbau Region München” program, which must first be checked for their traffic impact and structural feasibility.



Treno delle Dolomiti

The project involves the construction of a railway connection, in continuation of the existing section, starting from the current terminus Calalzo (BL), serving the Dolomites area, reaching Cortina d'Ampezzo on one side and Auronzo di Cadore on the other. The program agreement signed in 2016 between the Autonomous Province of Bolzano and the Veneto Region (ratified with DGR 230 of 03.04.2016) provides for the connection, of which the Veneto is in charge of the section up to Cortina.

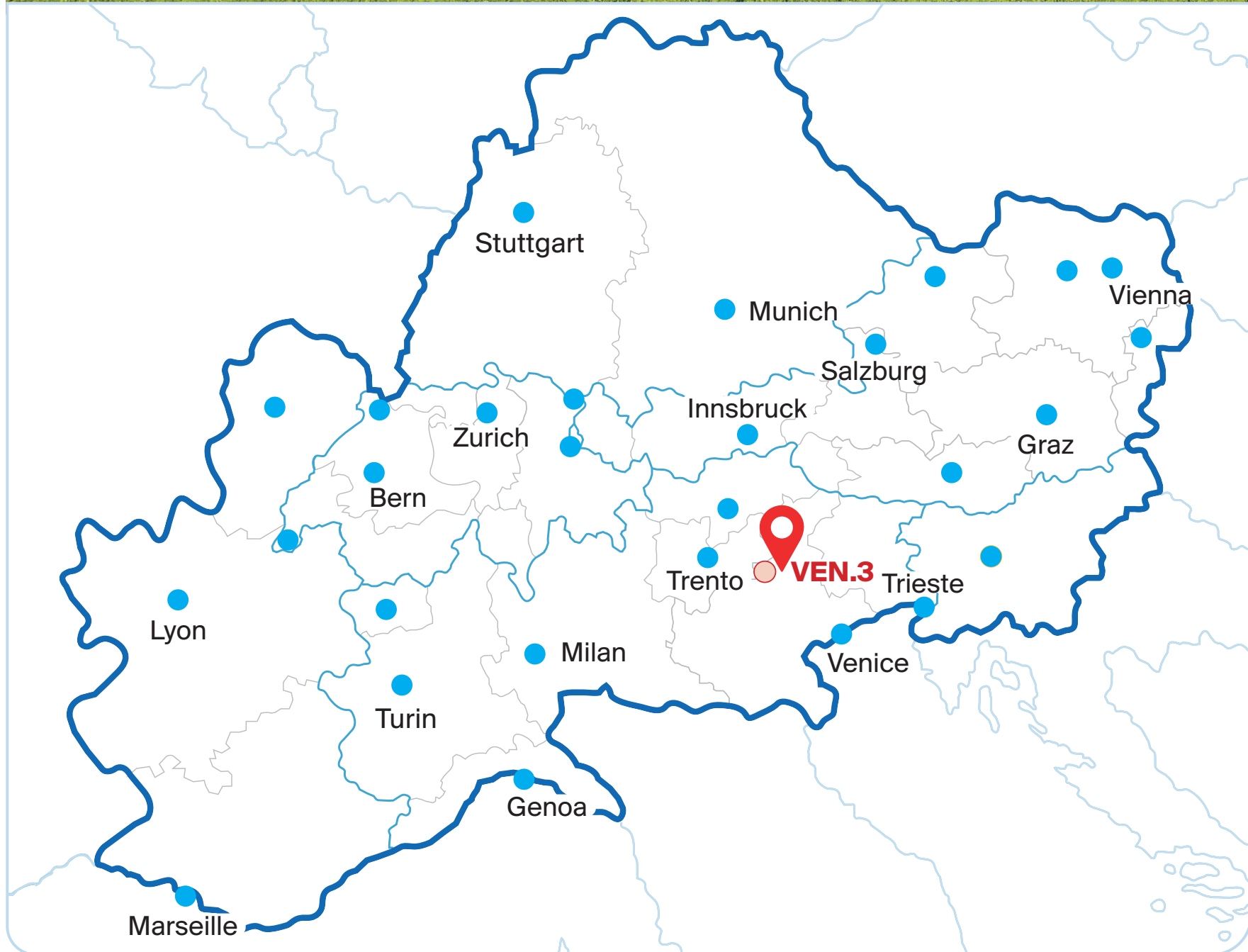
The underlying objective of the project is to implement the railway service by realizing the portion of competence of one of the two missing sections of the railway ring of the Dolomites,

with the consequent benefits in environmental terms due to the number of passengers transported with a modal shift and the reduction of accidents of the SS51 of Alemagna in the section concerned.

The analysis developed identifies the optimal solution for the connection between Cadore and Val Pusteria, in the area of competence. The solution envisages serving both Cortina and Auronzo with two lines connected starting from Calalzo, capable of serving the two locations every 30 'and connecting them with the two directions Belluno or Conegliano with the same frequency. Cortina and Auronzo would thus be connected with Venice and Padua with a frequency of 60 '.

The lengths of the new sections are: Calalzo Cortina 30.6km and Calalzo Auronzo 15.5km. The goal of the project is to capture 25-30% of the modal split, benefiting both tourists and residents.

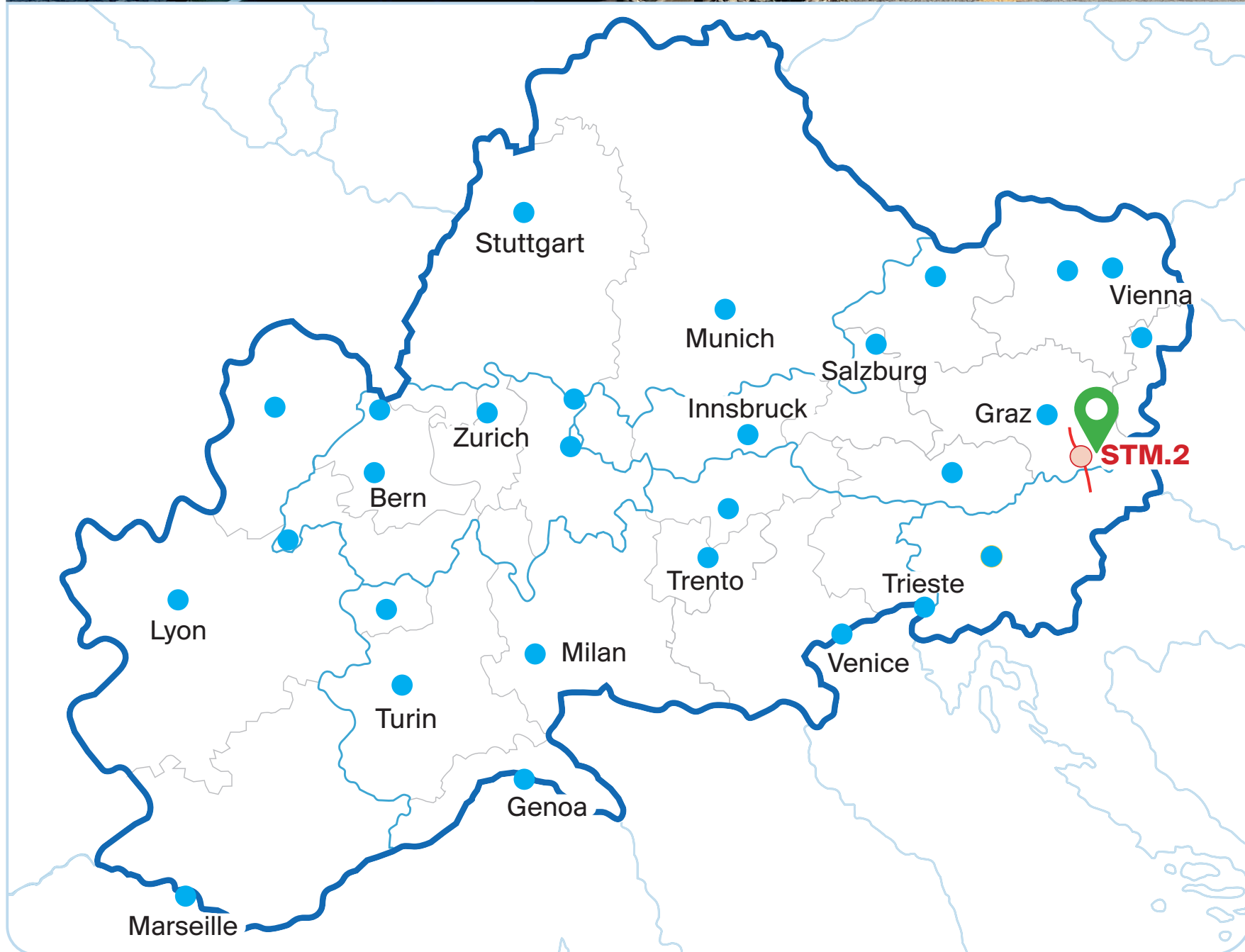
The macro-regional added value consists in participating in the railway ring of the Dolomites which will allow alternative mobility to car in the most popular tourist sites in the Alps



Collegamento Ferroviario Feltre Primolano-Grigno

The new Feltre Primolano line involves the construction of a new railway connection between the city of Feltre and the town of Primolano (Grigno) and represents an opportunity of fundamental importance to guarantee an outlet to Valbelluna towards Trentino - Alto Adige. On a territorial scale, the construction of this section completes the Strategic Project of the Dolomites Ring in the southern part. The project is therefore configured as a missing link functional to the closure of the Dolomite railway connection, which has as its purpose the structuring of an integrated and sustainable public mobility (train-road-rope-bike) capable of serving the entire Dolomite area, providing Belluno, Feltre, Trento, Bolzano,

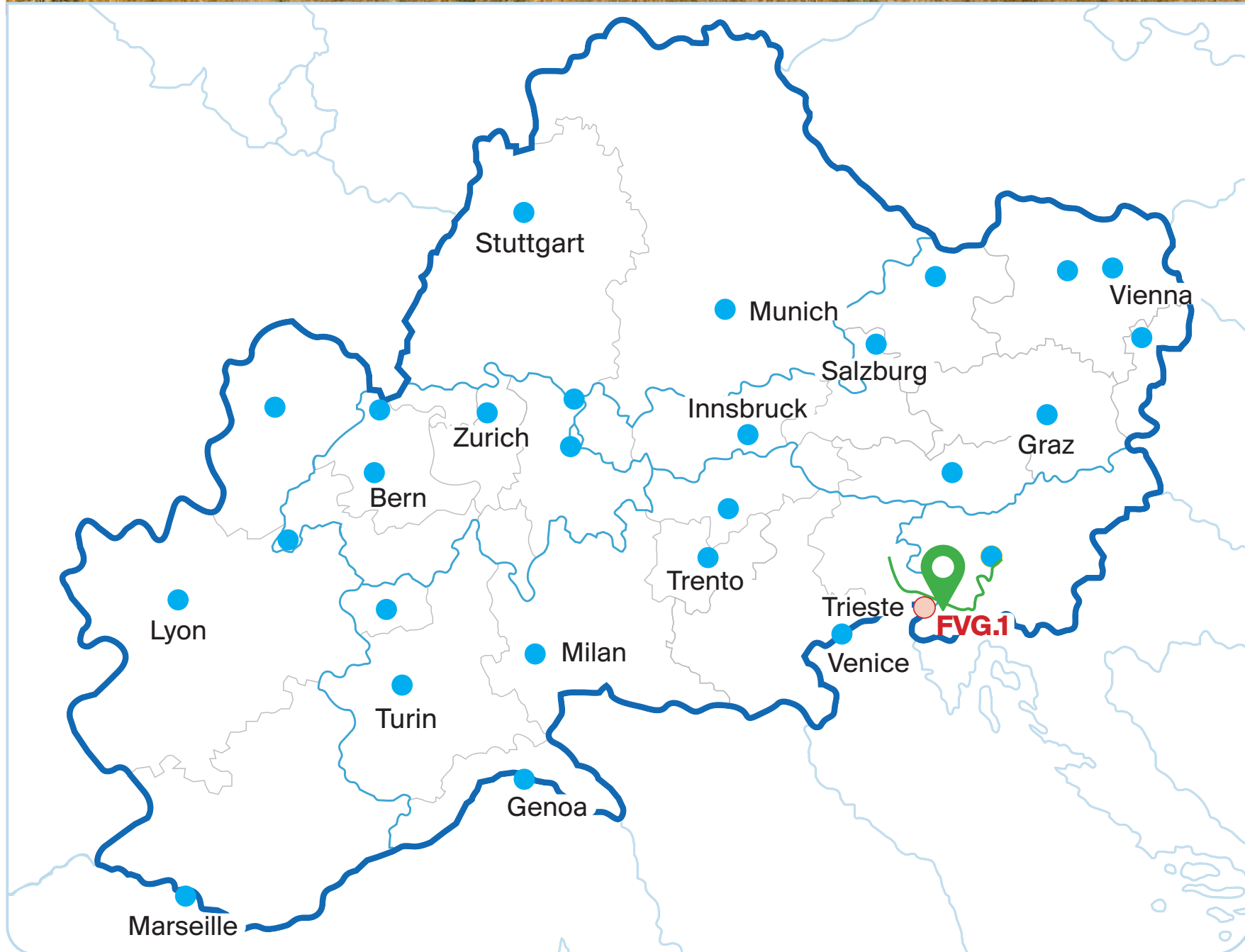
Brunico, Bressanone, Calalzo, Cortina and Auronzo di Cadore system. The railway service will cover the demand for mobility of commuters (students and workers) who mostly move from Belluno to the Autonomous Province of Trento, but it will also be a fundamental public service that allows the circularity of the Dolomite railway system through the ring before described. The added value consists in the overall vision of the mobility of the Dolomite mountains which attempts to create an integrated system of public mobility with a low environmental impact.



Inter-Regio rail service between Graz and Maribor

The Styrian central region with the regional capital Graz and the Leibnitz region is a very strong economic area. Maribor is the biggest town of eastern Slovenia. There is a strong exchange between these regions. About 6.000 Slovenian commuters (data basis 2013) have their workplace in the Styrian central region (Graz and surroundings) and the area around Maribor is a popular tourist destination for Styrian people. The distance between these two cities is about 70 km but the connection in public transport is very poor. There are only two direct train connections per day in each direction which take about 1 hour. Connections with regional trains take 1:23 and involve changing trains.

Due to the different power supply and signalling systems the border procedures alone takes 12 minutes. The aim is to establish an hourly direct Inter-Regio rail service with 2-system electric vehicles. In a 1st phase (from 2023 on) the service is planned every 2 hours. The 2nd phase with the hourly service is planned to be in operation from 2025 on. The planned travel time from Graz to Maribor is 45 minutes. On the long distance these IR-trains run between Maribor and alternating Linz and Salzburg.

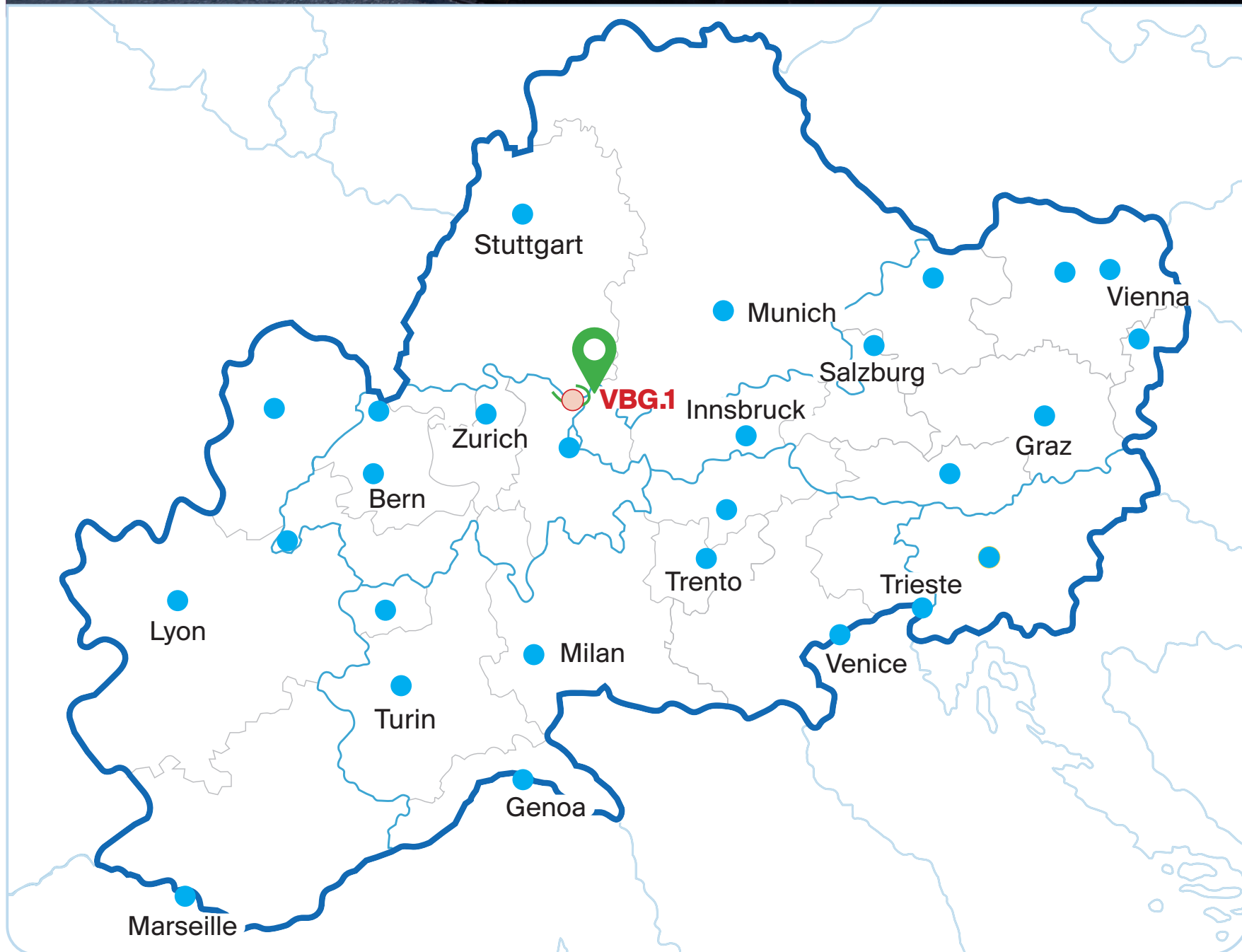


CROSSMOBY

Activating new cross-border rail passenger services between Italy and Slovenia is one of the main objectives of CROSSMOBY, as strategic project approved in 2018 within Interreg Italy-Slovenia Programme, which is tackling the challenge of improving the sustainable mobility in the programme area. The shared goals of improving the public transport services across the two countries and the mobility planning at local, regional and cross-border level, pushed Friuli Venezia Giulia Region, with Veneto Region and the Republic of Slovenia, to invest in a project which could contribute in making concrete changes towards a more sustainable mobility. CROSSMOBY train con-

nection along the axis Udine/ Trieste – Ljubljana, launched on September 9th 2018 as a pilot project until December 31st 2019, and then transformed into a permanent service, with the commitment and support of the two rail passenger operators Trenitalia S.p.A. and SŽ-Potniški promet d.o.o., represents the main project output achieved so far, for the benefit of citizens, commuters and tourists. The CROSSMOBY train, providing two couples of trains (4 trains per day), improved the accessibility to both the main urban areas and to a large number of municipalities, making 9 stops in Slovenia (Ljubljana, Ljubljana Tivoli, Borovnica, Logatec, Rakek, Postojna, Pivka, Divaca,

Sezana) and 6 stops in Italy (Villa Opicina, Trieste Centrale, Monfalcone, Trieste Airport, Cervignano, Palmanova). Additionally, CROSSMOBY partnership and stakeholders started also discussing on the setting up of new cross-border rail passenger services between Gorizia and Nova Gorica. The EUSALP added value of the project lies in its contribution in increasing the public transport services at cross-border level in the eastern part of the macro-regional area, overcoming the past lack of cross-border train services and in making more attractive and more sustainable the mobility options available to citizens and tourists, included intermodality bike-train.



Bodensee-S-Bahn S7 Ostschweiz - Bregenz - Lindau

The eastern region around the Lake of Constance extends across 3 countries (Switzerland, Austria, Germany) resp. several federal states and cantons (Thurgau, St. Gallen, Vorarlberg, Bavaria). Providing an attractive regional train service which can compete with motorized private transport is facing great challenges e.g. mainly single-track lines as well as different basic conditions in technical systems, incompatible intervals in train schedules and legal, organisational and financial structures. As a result passengers still need to change trains several times to travel e.g. between Lindau and Romanshorn. Along with the acceleration of the long-distance-service between Zurich and Munich in a new timeslot, a chance opened to set up a complementing service via regional electric railcars. For the first time, this project enables a cross-border

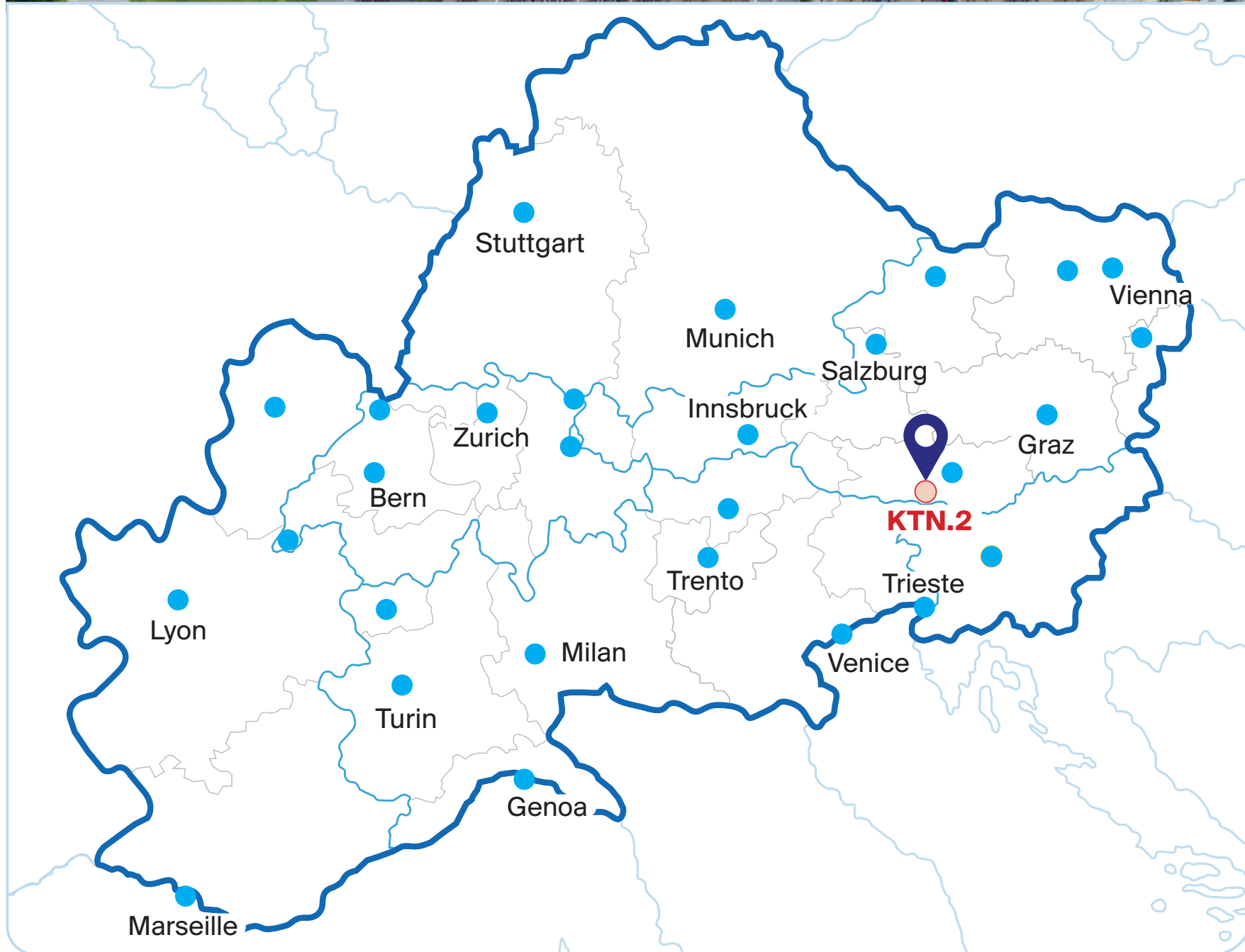
regional train service without the need to change trains at the borders. The project partners are the regional and national administrations in Switzerland, Austria and Bavaria. The service is offered in a cooperation between the regional Swiss and Austrian railway operators. On the route Romanshorn - Rorschach - Bregenz - Lindau, a two-hour service will alternate with the Eurocity Zurich - Munich and creates a fast, hourly travelchain between the relevant locations with over 110,000 inhabitants for tourism/leisure travellers and commuters. In addition, connecting trains to several other significant regional destinations e.g. St.Gallen, Constance, several cities in Vorarlberg and St.Gallen, Friedrichshafen, Memmingen - Munich and the Allgäu will improve the accessibility in the entire cross-border Lake Constance

area with over 1 million inhabitants.

The project is implemented in stages:

1. In 2022 and 2023 the service will include 8 connections per direction on Weekends (focus on leisure and tourism traffic)
2. Depending on the infrastructural circumstances the project partners intend to expend the service to up to 11 daily connections (focus on commuters, leisure and touristic traffic).

Thus an attractive alternative to motorized private transport is provided. Noise, air pollutants and greenhouse gases will be reduced. The new train service improves the accessibility within the cross-border region. The travel time savings are significant. The heavily used main roads and the environment along the route can be relieved of negative effects of road traffic.



Logistics Center Austria South Dry Port Villach-Fürnitz Alplog - Carinthia

The freight volume is increasing worldwide and will rise further. Due to this fact, Carinthia, and other alpine regions, are facing an increase of negative externalities, e.g. CO₂ pollution and noise pollution. The project idea tackles this challenge through developing the logistics area, including a shunting yard and an intermodal terminal, in Villach-Fürnitz, to become

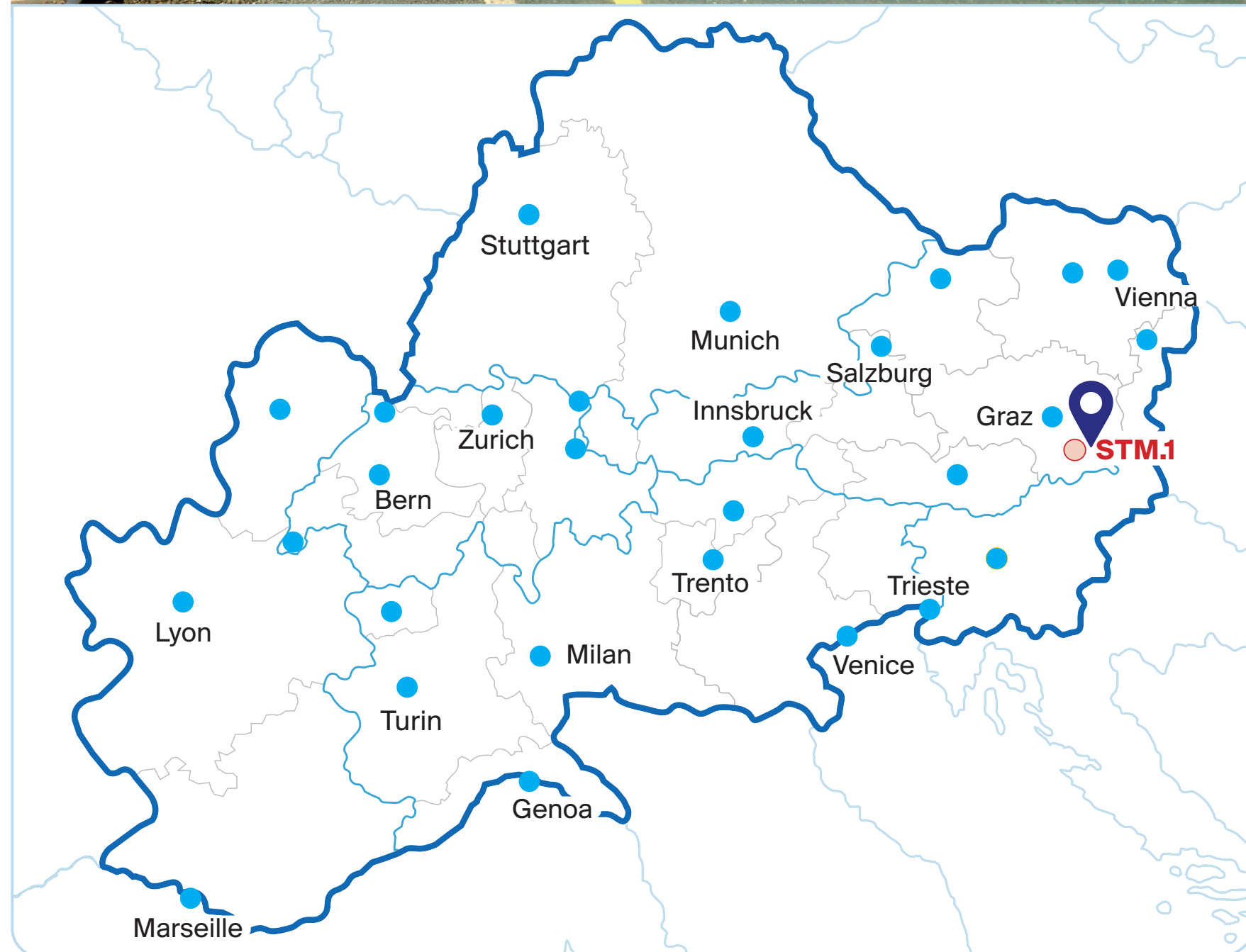
- a dry-port for the port of Trieste (including several value-added services, e.g. customs declarations)
- one of the main logistics hubs in the south of Europe (including a research and training center focusing on logistics, with close link to practical needs)
- and the end of the “maritime” new silk road.

The project offers the opportunity to shift a high amount of freight transport from road to rail. Studies show that the shift potential from road to rail ranges from 25 to 30%, considering only Carinthia. The development of the logistics area in Villach-Fürnitz will contribute to make rail transport more attractive for several logistical actors. This will lead to a reduction of the negative externalities, and further, to an increase in employment and quality of life in the affected alpine regions. The project is fully in line with several EUSALP objectives:

- located in the intersection of two high ranking corridors (BAA and Alpine Western Balkan Corridor)
- Cross-boarder cooperation is fostered through the project,

e.g. through close cooperation with the port of Trieste. The port and the developing company of the logistics area (Logistik Center Austria Süd GmbH) are involved together in several EU-projects, working on the implementation of small building blocks, in order to achieve more publicity for the overall project (Smartlogi, FENIX network).

- The protection of the Alps as a sensitive ecosystem.
- Better overall transport systems in terms of sustainability and quality.
- Promoting high levels of employment, with the aim of ensuring full employment in the Region.
- Developing innovation and research capacity and transfer into practice.



Cargo Center Graz (CCG) Expansion of the Rail-Road Terminal Graz-Süd

The CCG is the most up-to-date cargo transport center south of the Alps. Its linchpin is the container terminal for efficient combined transport, operated by Steirermärkische Landesbahnen STLB. Major logistic companies profit from warehouse and office accommodation on an area of more than 320.000 m².

Via a neutral logistics platform, CCG provides every-day access to combined transport routes to Koper, Triest, Neuss and the Northern Ports (Hamburg, Bremerhaven, Rotterdam, Antwerp) for its partners and leaseholders.

CCG has operated successfully on the market since 2003 and is a role model of a Public-Private-Partnership (PPP) in the

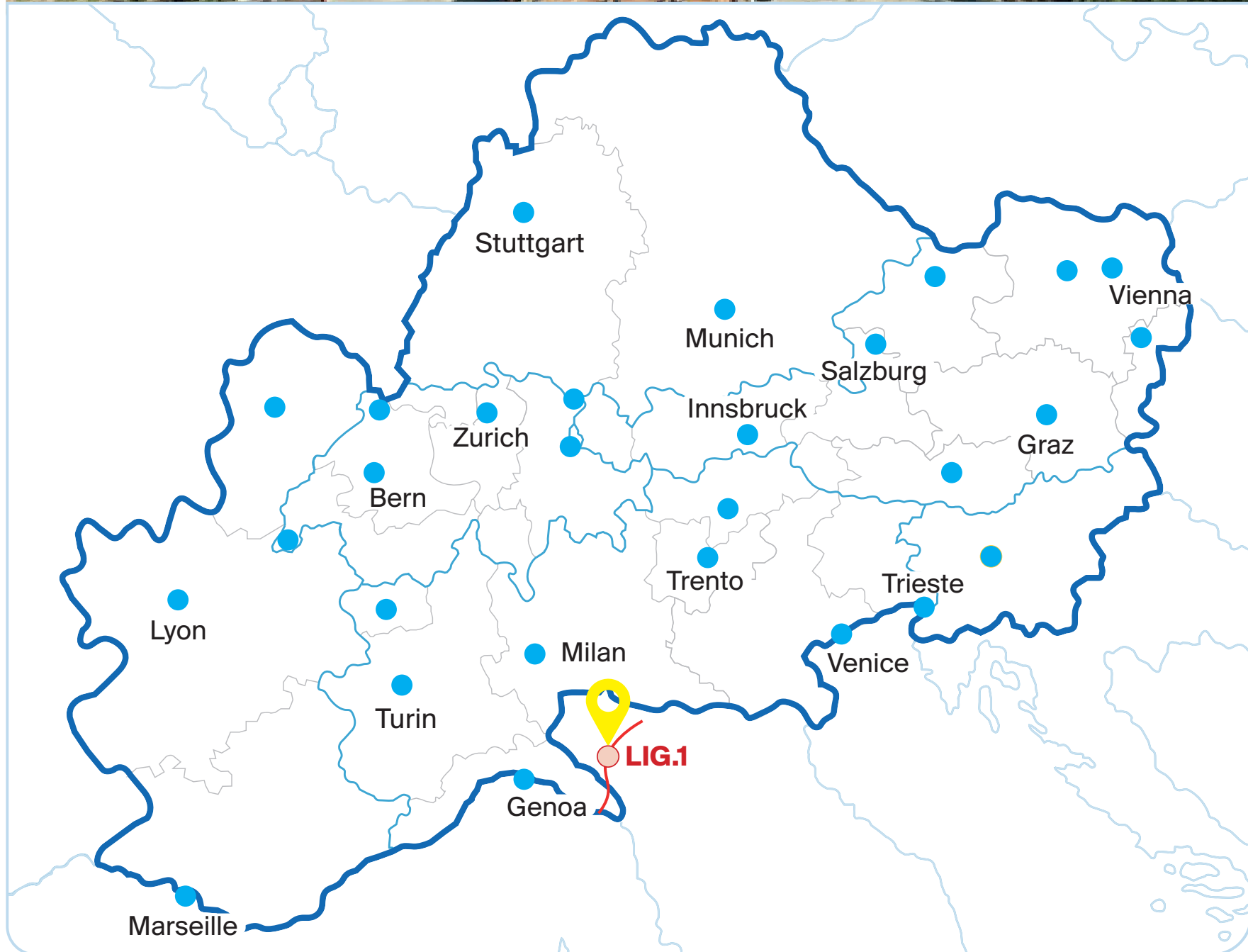
sector of transport and infrastructure. CCG offers important location advantages and has become a key economic partner with more than 1.650 people employed in its clients' enterprises.

From 2003 to 2017, the branch invested more than € 290 million.

Nowadays the capacity limit of the terminal (230.000 TEU/a) with its 4 tracks at 700 m each, the 2 gantry cranes, mobile cargo handling equipment and storage space is reached.

The 1st phase of the expansion of the terminal contains a 3rd gantry crane. The 2nd phase contains the construction of a new terminal site with 4 additional tracks, with 2 gantry cranes, additional stor-

age space and new connections to the high-level rail and road network. This measures increase the capacity of the terminal up to about 500.000 TEU/a.



Project Number: LIG.1

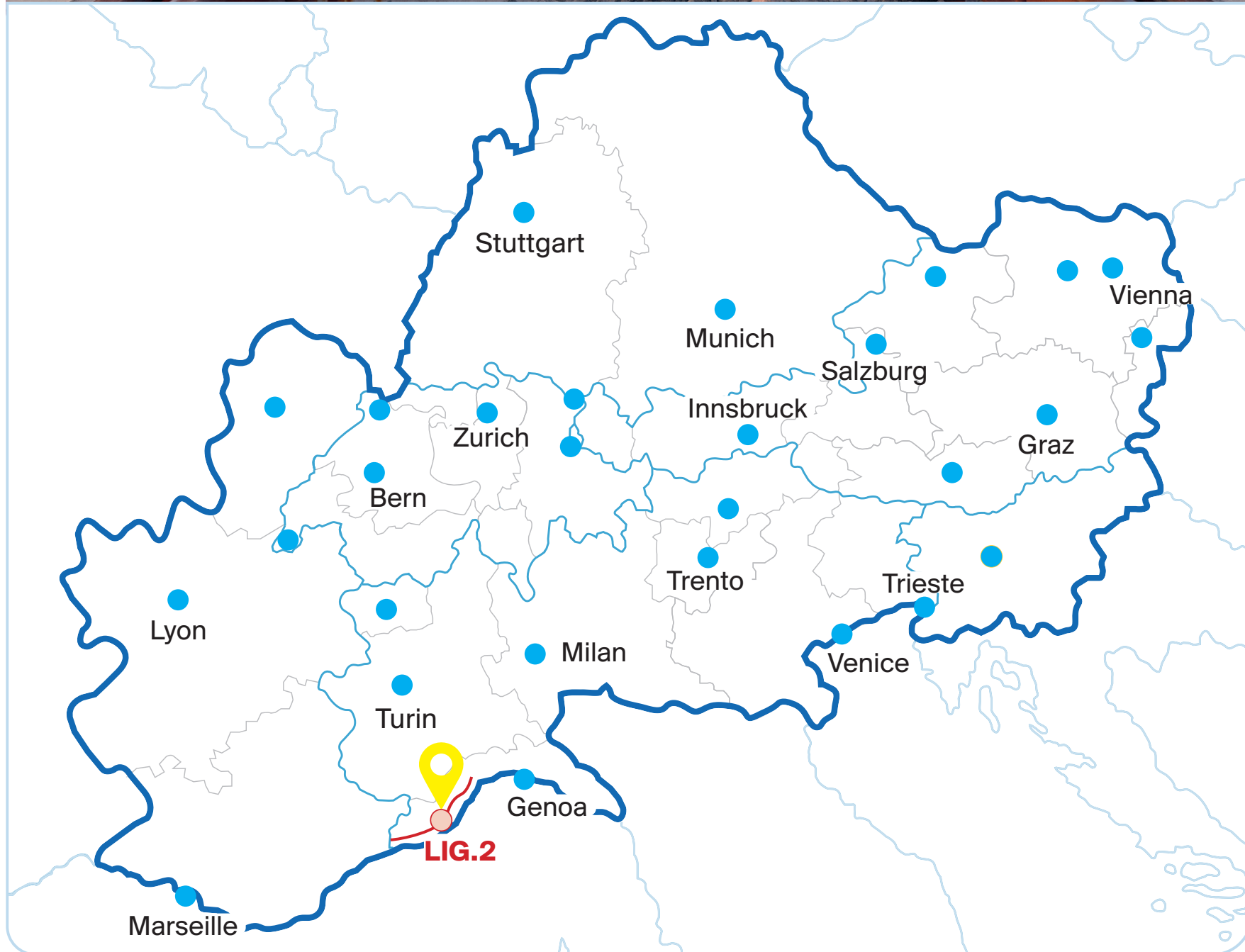
Category: Upgraded, electrified infrastructure

Parma La Spezia Railway Line

The La Spezia - Parma railway line “Pontremolese” constitutes a section of the multi-modal Tyrrhenian-Brenner corridor (Ti. Bre) inside Scan-Med Corridor, along which La Spezia has been identified, with its port, as a “node”. La Spezia, as a “core” port, is increasingly configured, together with the ports of Genoa and Livorno, as a bridge between Northern Europe and North Africa in a logistics chain that uses integrated technological solutions, including single-window, goods traceability and e-seal, streamlines traffic, overcomes bottlenecks and promises the development of the Motorways of the Sea. The track doubling of the line, considered strategic already by Law 67/1988, and the related

efficiency and upgrading interventions, are temporally correlated to the hypothesized traffic developments and it proceeds by step. The implementing body is RFI. Upon completion of the Ligurian stretch, which took place in 2005, the integration and completion of the lots in the Emilia and Tuscan territories must follow, with the identification of inland terminals that constitute places of exchange for goods to the North European destination. The new railway line will allow, on the basis of the running simulations, a 25% reduction in travel times and a 65% increase in performance.





Project Number: LIG.2

Category: Upgraded, electrified infrastructure

Genoa-Marseille railway axis

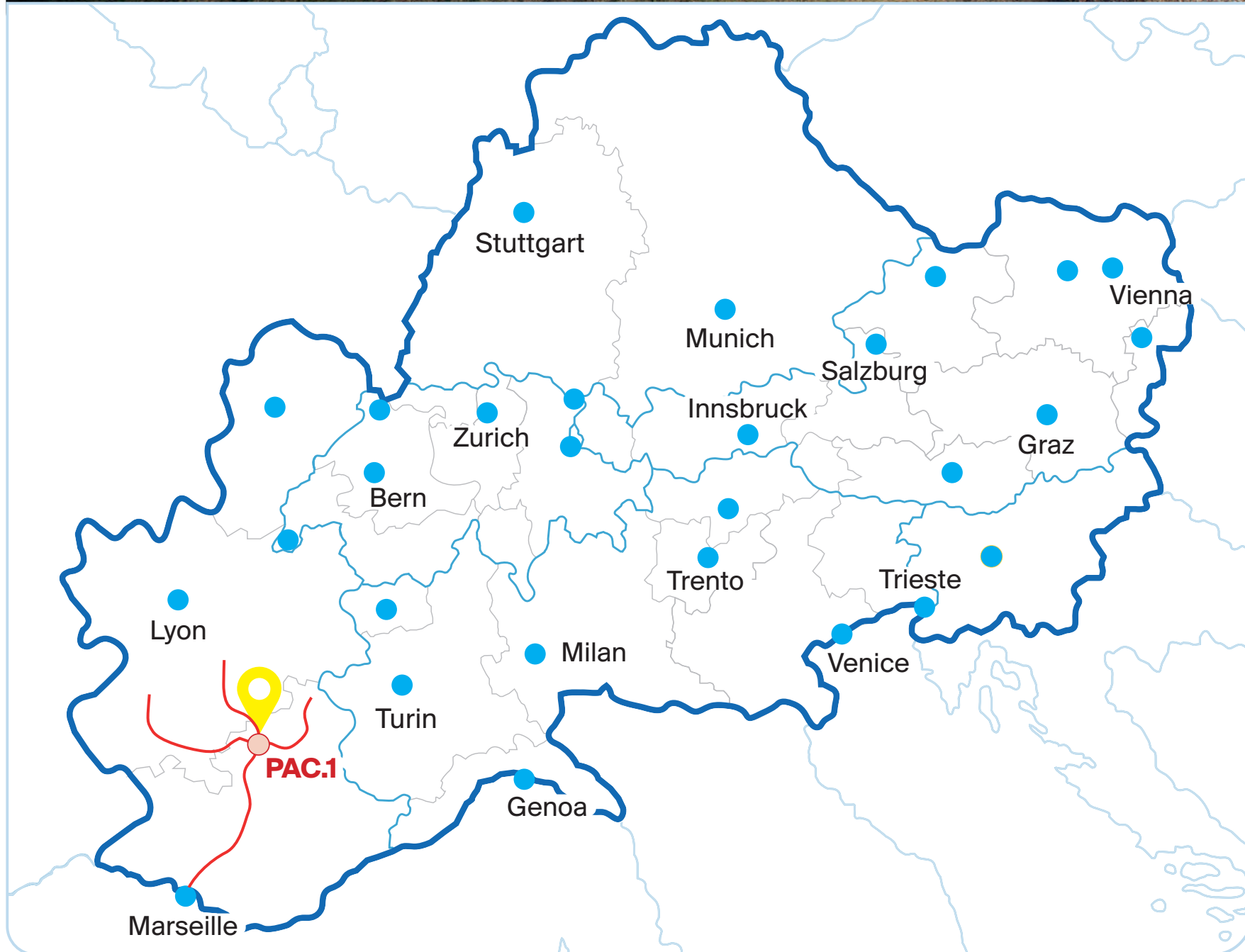
Improvement of railway connections on the Genova Marseille axis. Doubling of the railway section between Andora and Finale Ligure. Ventimiglia node improvement with ERMTS implementation.

ERTMS or, more precisely, ERTMS / ETCS (European Rail Traffic Management System / European Train Control System) is a management, control and protection system for rail traffic and related on-board signaling, designed to replace multiple, and incompatible with each other, traffic and safety systems of the various European Railways in order to guarantee the interoperability of trains and therefore of safety on high-speed or High-capacity railway networks (such as the doubling of Ponente Ligure and the Nice - Marseille).

As regards our section, the coordinated commitment between RFI and SNCF is to adapt the Ventimiglia station to ERTMS L2 by 2025.

As part of the National ERTMS plan, the Ventimiglia - Savona - Voltri section is expected to be completed by 2027.

As for the Genoa Node and the rest of Liguria, the plan provides for the ERMTS connection with the "Terzo Valico" which is the initial part of the Genoa-Rotterdam axis.



Project Number: PAC.1

Category: Upgraded, electrified infrastructure

Multimodal axis Valence-Val de Suze: modernization of the “Veynes Star”

The Valence-Briançon railway line and the road connection from Briançon to Oulx Station (and later Suze Station) are the backbone of the accessibility to Lyon-Turin link.

This multimodal connection, crucial for the economy and the touristic attractiveness of the alpine valleys in Region SUD and Auvergne-Rhône-Alpes (AURA), requires to renew and to modernize the Veynes rail node (Etoile ferroviaire de Veynes), which is the main and only hub for all local rail lines. This node has also a major role for inter-regional and cross-border connections.

It includes 4 main lines:
Valence-Veynes railway line
Veynes-Briançon railway line

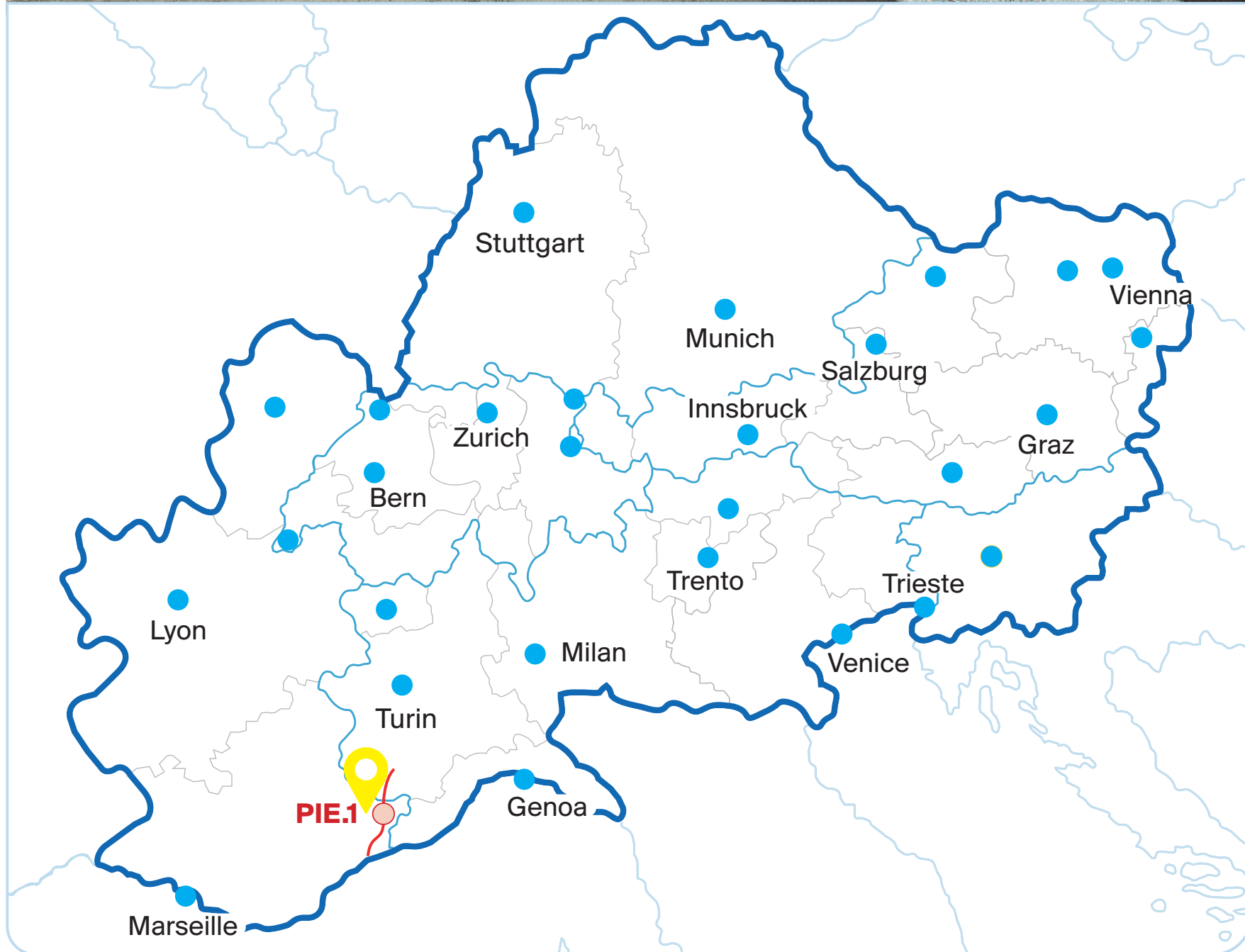
Alpine railway line Paris-Grenoble-Veynes-Gap-Briançon for the regional services (trains d'équilibre du territoire [TET])
Briançon-Gap-Veynes-Marseille railway line

This infrastructure is not on the TEN-T comprehensive network although it's of major relevance for the accessibility and the development of alpine valleys and has no reliable connection with the core network and the main routes to the north of Europe across the Alps.

The Veynes-Briançon and Veynes-Grenoble railway lines could be saved in 2019 from a prejudicial shutting down thanks to the common efforts of French State and all the regional and local authorities

(SUD and AURA regions, Département des Hautes-Alpes, Grenoble Alpes Métropole) to upgrade the infrastructures. This will increase significantly the performance and average speed on the Valence-Gap and Grenoble-Gap sections and also on the Valence-Veynes, Grenoble-Veynes and Veynes-Briançon stretches. Nevertheless complementary works are necessary before 2024, for about 8 M€, to achieve the renew of the infrastructures and to achieve the quality of service expected level and guarantee the competitiveness of the railway offer in order to support modal shift.





Project Number: PIE.1

Category: Upgraded, electrified infrastructure

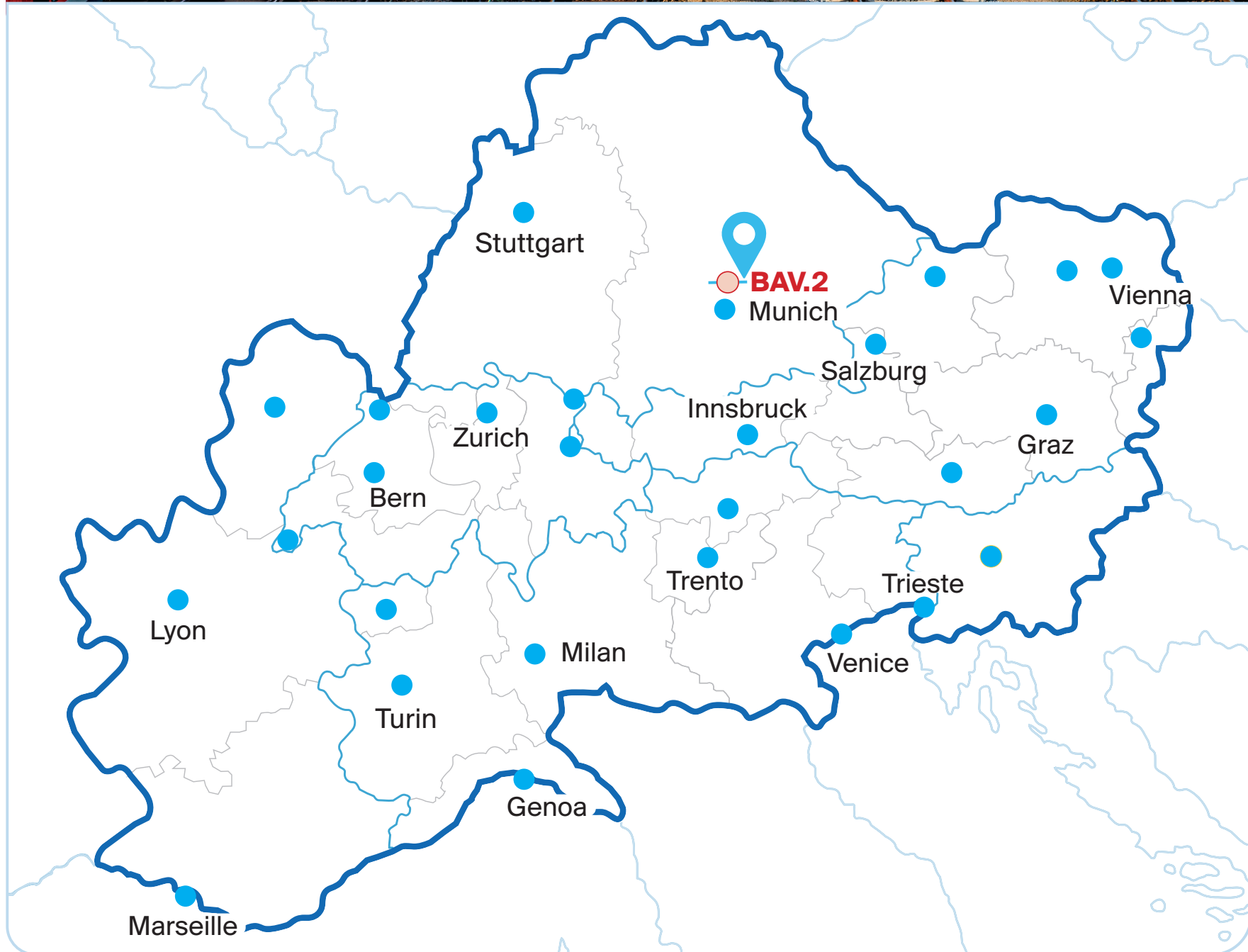
CUNEO - VENTIMIGLIA - NICE Rehabilitation and modernisation of the existing railway line

The cities of Cuneo and Ventimiglia are connected by an Italian railway line which passes on the French territory between Piène and Vievola. The Nice Breil-sur-Roya Line is connected to this line downstream from the Breil station, allowing TER PACA trains to serve the French territory up to Tende. The Italian line section on French territory suffers from a particular legal and contractual situation that has led to a chronic underfunding in terms of maintenance and regeneration since the re-opening of the line in 1979. This line was destroyed at the end of The Second World War. The deterioration of the state of the infrastructure has forced SNCF from 2013 to limit the speed of the line from 80 to 40 km/h,

lengthening the journey time of approximately 35 minutes between Breil and Tende. The consequences were a sharp reduction in the circulation made by the Piedmont Region between Cuneo and Ventimiglia, from 21 to 4 trains per day, i.e. 2 round trips. The main objective would be to realise the security and adaptation works needed to re-establish the previous speed line at 80km/h. Together with a new time table, the line could become a realistic answer for the needs of long distance connection and those of the local desert. Local inhabitants, workers as well as students would be the first beneficiary of the adapted railway. A seasonal demand of transport, in winter as well as in

summer, to the seaside and to Limone Piemonte ski station, is not to be undervalued. The project could become an important axe of the EUSALP linking in a near future Turin and Nice. The railway could be an alternative to the private cars both for tourism and for the local transport service. At the moment the main obstacle to the finalisation of the project is the lack of coordination and involvement between nation network managers. After the ALEX storm that hits hard the Roia Valley on October 2020, the railway is the only mean of transport able to connect mountain villages, therefore the rehabilitation of the line it would be even more important.





Expansion of the MVV network

The greater Munich area is heavily traffic-polluted. In the last few years, the problem has become increasingly acute. The Alpine region in the south of Munich is also significantly affected. The catchment area for commuters is expanding southwards. Every day, hundreds of thousands of professionals commute to the state capital Munich. On the other hand, the Alpine region is extremely burdened by day-trippers and tourist traffic. With 18.3 million overnight stays annually, Munich is one of Bavaria's tourist hotspots. In the districts of Garmisch-Partenkirchen, Weilheim Schongau, Bad Tölz-Wolfratshausen, Miesbach, Landsberg am Lech, Landshut, Rosenheim and Mühldorf am Inn, a total of 12.6 million tourist overnight stays were registered

in 2019. As a rule, tourists arrive via the state capital Munich. Munich is also the junction of two important TEN-T corridors (Rhine - Danube and Scandinavia - Mediterranean) and Munich Airport is one of the largest airports in Europe. So far, there is no common public transport area between the city of Munich and the rural Alpine region. With a joint transport association, passengers benefit from standardised tickets, joint passenger information and coordinated transport services. In the future, passengers will be able to use public transport in a large area with a uniform MVV ticket. With the project "Verbunderweiterung MVV" (MVV Extension), an extension of the MVV area to ten further districts and municipalities in the east, south and west of

Munich is being investigated. An extension of the interconnected area improves the transport connection to the state capital Munich (airport and TEN-T junction) and ensures greater use of public transport by commuters and tourists. In future, it should be easier for them to reach their workplace or tourist destinations in an environmentally friendly way. Strengthening local public transport in the Bavarian Alpine region is not only an important contribution to climate protection, but also improves mobility in the Alpine region and relieves the burden of road traffic. Residents and also guests from the European Alpine region can benefit from this.



Project Number: BAV.3 Category: Public transport road

Express bus Tegernsee – Jenbach

The implementation of a cross-border, year-round express bus service running hourly between Jenbach and Tegernsee railway stations will connect the regions of Tyrol and Bavaria in a sustainable manner. The current challenge is to reduce the high traffic volume and emissions of greenhouse gases and air pollution, which are mainly caused by the high level of tourism in both regions. This proposed new bus line will be equipped with trailers for sports equipment. It aims to provide an attractive alternative to switch from car (private motorized transport) to public transport, by improving the overall connectivity in the region. This will bring the regions of both countries even closer

together. It will also close a gap in rail transport between the Jenbach mobility hub and the regional train service to Munich. The express bus is a real alternative to motorized private transport, enabling travel by public transport from Munich via the Tegernsee/Achensee regions to tourism destinations in the Zillertal, Stubai and Ötztal valleys, as well as to other long-distance rail destinations from Jenbach such as Innsbruck, Bolzano, Verona, Venice, Bregenz, Zurich, Salzburg, Vienna and Graz. The primary beneficiaries of this project are the residents of the region, who will benefit from reduced traffic and emissions. Moreover, the cross-border region will also benefit equal-

ly from the strengthening of tourism and the economy, as will tourists and day visitors. Last but not least, nature and climate will also benefit from improved public transport connections.

Interreg

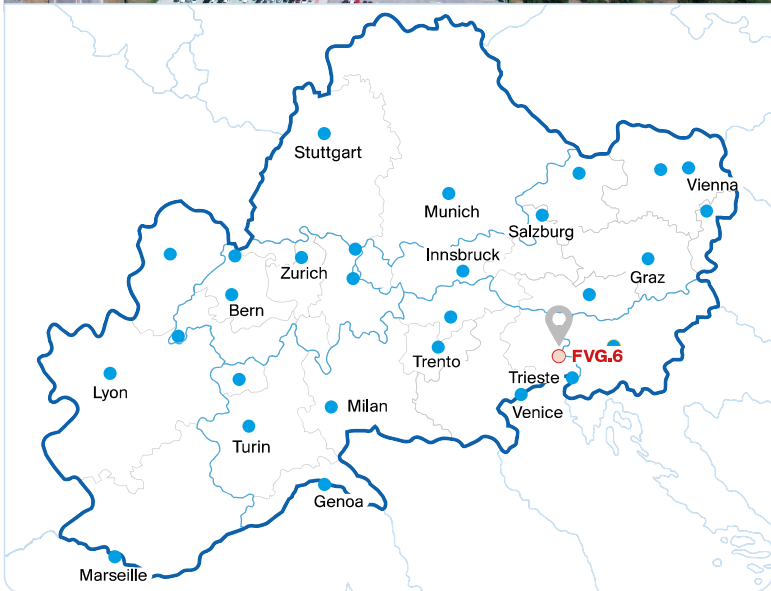


Co-funded by
the European Union



Alpine Space

Support EUSALP



Project Number: FVG.6 Category: Cooperation

Interreg



Co-funded by
the European Union



Alpine Space

Support EUSALP

Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT

The ACCESSMILE project tackles a pressing challenge in Central Europe: the limited last-mile accessibility between rural and peripheral areas and the main freight transport nodes of the TEN-T network. While long-distance rail links are generally efficient and well developed, the first and last segments of freight transport routes still rely heavily on road transport. This creates serious inefficiencies, increases costs, worsens environmental impacts, and prevents many regions from fully participating in global logistics chains.

To overcome these obstacles, ACCESSMILE brings together public and private partners from Croatia, Germany, Hungary, Italy, Poland, and Slovenia.

Through joint efforts, the project aims to improve the efficiency, sustainability, and connectivity of freight transport across Central Europe. ACCESSMILE focuses on three main areas of action: 1) improving the management of transport flows and vehicle booking systems; 2) streamlining gate access and entry/exit procedures; and 3) boosting cargo bundling and tracking operations to reduce empty trips and better utilisation of capacity.

The project's approach combines strategic planning with hands-on testing. Partners map existing practices, define shared strategies and action plans, and implement pilot actions using innovative IT tools. These solutions are tested in

real-life contexts to evaluate their impact and ensure replicability in other areas.

ACCESSMILE aligns with the goals of the EUSALP strategy, particularly in promoting smarter mobility, balanced territorial development, and stronger connections between Alpine and non-Alpine regions. It also supports transnational cooperation, resource efficiency and a greener, more resilient logistics system, contributing to long-term sustainable development in Central Europe. By enhancing cooperation, digital innovation, and greener logistics, the project reduces territorial disparities and supports rural areas in the green and digital transitions.