First mile corridor areas

Survey report

Work Package 3 | Activity 3.1

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#BSRAccess

Contents

1. About BSR ACCESS project platform

BSR ACCESS is the platform for collaboration of EU projects on transport interoperability and is co-funded by the Interreg Baltic Sea Region Programme.

BSR ACCESS brings together public and market sector stakeholders from various competence sectors and governance levels to capitalise on the good practice accumulated by the involved projects. It aspires to mobilise stakeholders to a more coherent, cross-sectoral and adaptive planning approach that would ensure a better access infrastructure to and an enhanced development of the TEN-T core network corridors as an agent for sustainable regional growth.

2. Purpose of the report

One part of the BSR ACCESS activities (GoA 3.1) addresses the so called **first mile corridor areas**. These, in the TEN-T core network corridor context, are the territories:

- located farther away from the core network corridors (outside the daily commuting distance to corridor hubs and nodes);
- with dispersed population settlements and a low density of medium-to-large urban centres;
- with substantial exporting industries that generate international supply chains.

The first mile areas feed freight and passenger transport flows into the core network corridors through the corridor access infrastructure (secondary road, rail and/or inland waterway links, and regional airports) connecting to the nearest corridor hub/urban node.

The cases scrutinised through the survey were selected by the BSR ACCESS partnership based on the query on the Horizon 2020, Interreg and CEF projects relevant for transport interoperability aspects in 'first mile' corridor areas. The survey form was distributed in October 2019 to 22 projects and by end 2019 the response came from 14 of those. Judging this number to be representable for capturing the experience with first mile corridor areas, the work on the report has commenced. Further responses, if retrieved by late February 2020, will be incorporated in the successive version of the document.

This report sums up the feedback received on the project implementation progress (including the quality of cooperation with the target groups and key factors for successful communication), project rationale (challenges and needs of the target groups, any prior initiative, partnership setup), solutions produced (deliverables and their absorption in the target groups, added value, durability and replicability) and the accumulated good practice (key success factors, lessons learned).

The report serves a working material for upcoming BSR ACCESS activities both within GoA 3.1 and between the relevant GoAs. Outcomes of the analysis are presented in a structured and synthetic form to help identify interoperability solutions with the potential to boost interconnectivity between the CNCs and first mile areas in the BSR. Such solutions are thought to be instrumental in easing passenger and freight

transport access to the TEN-T core network corridors, and thereby to improve the competitiveness of 'more remote' regions and cities.

Representatives of relevant projects will be invited to platform workshops with policy and business stakeholders scheduled in early spring 2020, in order to discuss how to apply the best-reckoning solutions to the specific development conditions in the Baltic Sea region.

3. Profile of the first mile corridor projects

The projects explored in this study are further presented in the appendix, while the table below (Tab. 1) depicts their main features.

Tab. 1: Main features of the surveyed projects operational in first mile corridor areas

Name	Programme, period and budget	LP/ No. of PPs	Purpose	Main deliverables
IT²RAIL **Information Technologies for Shift to rail**	Horizon 2020 1 May 2015 – 30 April 2018 12 MEUR	Union des Industries Ferroviaires Europeennes – (UNIFE), Belgium 31 PPs	One of three projects in the Shift2Rail's 4th Innovation Programme to provide a platform for coordinated research activities for innovation in the rail sector Aim: to ensure that long distance journeys combining rail, bus and air are better coordinated	An open web-based framework to encourage multimodal service for traveller (travel-companion, with shopping, ticketing, and tracking)
ChemMultimodal **Promotion of Multimodal Transport in Chemical Logistics**	Interreg Central Europe Jun 2016 – May 2019 2,4 MEUR	Ministry of Economy, Science and Digitalisation Saxony-Anhalt, Germany 14 PPs	To promote multimodal transport of chemical goods by coordinating and facilitating cooperation between chemical companies, specialised logistics service providers (LSP), terminal operators and public authorities in chemical regions in central Europe	Strategy and action plan for promotion of multimodal transport of chemical goods A toolbox to support chemical companies and logistics service providers in their strategic and operational planning for increasing the share of multimodal transport. This toolbox will be tested in 6 pilots with 30 chemical companies in the partner countries to facilitate real modal shift.
CONNECT2CE **Improved rail connections and smart mobility in Central Europe**	Interreg Central Europe Jun 2017 – May 2020 2,7 MEUR	Central European Initiative - Executive Secretariat, Trieste, Italy 13 PPs	To tackle the weak accessibility of regional, peripheral and cross-border areas of central Europe to and from main transport networks and hubs through enhancement of public transport services	Territorial needs assessments Transnational tool for fostering regional and cross-border passenger transport in the Central Europe area 8 pilot actions at regional and cross-border level in three areas: (1) harmonisation of multimodal timetables, regional and cross-border rail services; (2) integration of regional

Name	Programme, period and budget	LP/ No. of PPs	Purpose	Main deliverables
				and cross border multimodal tickets; (3) Multimodal information system
DESTI-SMART **Delivering Efficient Sustainable Tourism with low-carbon transport Innovations: Sustainable Mobility, Accessibility and Responsible Travel**	Interreg Europe Jan 2017 – Dec 2021 1,9 MEUR	Metropolitan Development Agency of Thessaloniki SA, Greece 9 PPs	To improve the transport and tourism policies of EU destinations by integrating strategies for sustainable mobility, accessibility and responsible travel with efficient & sustainable tourism development	6 feasibility studies for Low-Carbon Mobility Options & Transport Systems, Accessibility provision, Intermodality improvements and Cycling/ Walking facilities at partner destinations 9 action plans
e-MOPOLI **Electro MObility as driver to support POLicy Instruments for sustainable mobility**	Interreg Europe Jun 2018 – Nov 2022 1,9 MEUR	Province of Brescia, Italy 9 PPs	To contribute to an efficient diffusion of e-mobility and alternative fuels mobility by improving a set of 9 policy instruments via enhanced governance and new projects	9 regional action plans Exemplary topics: Charging and tolling policies favouring e-vehicles, increasing accessibility to charging infrastructure for both public and private sector in urban and rural areas, and alternative fuels mobility; Development of charging infrastructure powered by alternative sources like biogas; Support to the deployment, purchase of alternative fuel vehicles in public transport by financial incentives and setting up regional financial support schemes; Promotion of electromobility in niche market fleets (e.g. taxi), public transport (bus and ferry fleets) and urban logistics; Integration of charging infrastructure and charging hubs in spatial planning
E12 Atlantica BA3NET	INTERREG Botnia Atlantica Dec 2016 – May 2019 1,0 MEUR	Umeå University, CERUM, Sweden 3 PPs	To strengthen the east-west TEN-T E12 corridor through improved, sustainable transport and increased exchange between the countries	Knowledge infrastructure for cross-border corridor planning Proposals for harmonised calculation methods of transport models in Norway, Sweden and Finland Database of freight flows and volumes in the cross-border corridor region
Hela gröna vägen (The whole green road)	INTERREG V-A Sweden – Norway Jun 2016 – Dec 2018 1,1 MEUR	Östfold County Council, Norway Fyrbodals Association of Municipalities, Sweden 4 PPs	To support all 39 municipalities in the border region Östfold-Follo-Fyrbodal in developing strategic goals and plans for becoming fossil independent in 2030 through cross-border cooperation, exchange of experience and joint planning with local and regional business	A strategy and action plan for a fossil-independent vehicle fleet 2030 1000 new charging stations for electric vehicles registered in the Nobil database in the region Several new public gas stations for CBG A road map for each municipality of how to achieve the goal of fossil free transports by 2030

Name	Programme, period and budget	LP/ No. of PPs	Purpose	Main deliverables
				Pilot actions to be implemented in the follow-up 'Fossil free border region project'
HyTrEc2 **Hydrogen Transport Economy in the North Sea Region2**	INTERREG North Sea Region 2014-2020 Oct 2016 – Oct 2021 5,2 MEUR	Aberdeen City Council, UK 8 PPs	To create conditions so that a FCEV market (Hydrogen Fuel Cell Electric Vehicles) can develop, and to promote the NSR as a Centre for Excellence for fuel cells and range extenders	Testing of 33 fuel cells in a range of vehicles such as cars, vans, large trucks and refuse lorries to identify hydrogen transport rules and common standards across the North Sea Region Demonstration projects in hydrogen production, storage and distribution Supply chain development and training for companies, emergency personnel and decision makers
Interconnect **Better public transport services for regional and cross-border travels in the South Baltic area**	Interreg South Baltic Programme 2014-2020 Jun 2017 – May 2020 3,5 MEUR	Region Blekinge, Sweden 9 PPs	To curb the car-reliant mobility trend in the South Baltic area through user-adjusted and more sustainable public transport services for regional and cross-border travels	New evidence, knowledge and experience on current and future needs for PT services in the partner regions Steering tools and business models for PT in the partner regions Cross-border and intersectoral governance framework for cooperation on public transport across the borders
MABA II **Midway Alignment - Botnia Atlantica II**	Interreg Bothnia-Atlantica 2014-2020 Sep 2016 – Dec 2018 0,8 MEUR	Kvarken Council, Finland 7 PPs	To facilitate upcoming cross-border infrastructure investments in the Bothnia-Atlantica region through decision-support documentation	Analysis of the area's TEN-T status and connections to the core network corridors as well as regional and national development effects of a new ferry and reinforced connection over the Kvarken Investigation on alternative financing solutions Design planning of a new ferry and the development of the port and terminal areas
MAMBA	Interreg BSR Programme 2014-2020 Oct 2017 – Sep 2020 3,5 MEUR	Diaconie of Schleswig Holstein, Germany 15 PPs	To maximise mobility and accessibility of services in rural regions through promoting sustainable "people-to-service" and "service-to-people" mobility solutions	Pilot actions for an improved integration of existing mobility structures with innovative mobility solutions like citizen buses, mobility as a service (MaaS) and ride sharing applications Documents to support capacity building
REFEC **Reinforcing Eastern Finland-Estonia Transport Corridor**	Interreg Central Baltic Programme 2014-2020 Dec 2017 – May 2020	CMS, University of Turku, Finland 4 PPs	To reinforce the establishment of Eastern Finland-Eastern Estonia transport corridor through a connection between the ports of Loviisa (FI) and Kunda (EE) as a route alternative relieving the pressure of	Business model(s) with potential shipping companies, port operative and investment plans based on analysed market potentials Roadmap to comply the needed licences and regulatory requirements

Name	Programme, period and budget	LP/ No. of PPs	Purpose	Main deliverables
	0,7 MEUR		heavy traffic in the city centres of Tallinn and Helsinki	Ferry scheduling and route option plans
RUMOBIL **Rural Mobility in European Regions affected by Demographic Change**	Interreg Central Europe 2014-2020 Jun 2016 – May 2019 2,1 MEUR	Ministry for Regional Development and Transport of Saxony-Anhalt, Germany 13 PPs	To respond to pressures on regional public transport systems caused by demographic change in peripheral areas through a platform to exchange knowledge, to generate learning through launching pilot applications of state-of-the art tools and solutions, and to revise their transport policies to better suit changing mobility needs	A transnational RUMOBIL strategy to enhance public transport in 9 rural regions and policy decisions to implement this strategy in 8 partner regions through an improvement of their transport plans 8 pilot actions on how sparsely populated peripheral areas can be better linked to a primary, secondary or tertiary transport node (access to European and national passenger transport networks), including (a) new bus/rail services to better connect rural areas, (b) improvement of access points to national and EU transport networks, and (c) enhanced passenger information for better quality of public transport
SubNodes **Connecting the hinterland via sub-nodes to the TEN-T core network**	Interreg Central Europe 2014-2020 Sep 2017 – Aug 2020 1,9 MEUR	Thuringian Ministry for Infrastructure and Agriculture, Germany 9 PPs	To tackle the weak intermodal integration of peri-urban hinterland regions to primary TEN-T hubs through a strategic approach of promoting the polycentric development in the public transport sector - in light of changing settlement patterns and locational advantages due to major investments in TEN-T	A SubNodes strategy with an implementation concept (innovative pilot actions, incl. governance concepts for passenger mobility) Tested pilot actions translated to regional action plans
TENTacle	Interreg BSR 2014-2020 May 2016 – Apr 2019 3,8 MEUR	Region Blekinge, Sweden 22 PPs	To improve stakeholder capacity to reap benefits of the TEN-T core network corridors implementation for the prosperity, sustainable growth and territorial cohesion in the Baltic Sea Region	A package of policy and action measures to help public and market sector stakeholders to capitalise on the CNCs irrespective of the geographical location

As determined by the working definition of first mile corridor areas, the projects that represent those are predominantly co-financed by Interreg programmes and – in one case – Horizon 2020. The geography of first mile corridor areas makes them hardly eligible for funding under CEF (Connecting Europe Facility). This instrument of the EU transport policy is geared to the achieve a well-functioning TEN-T core network (with attention to the core network corridors) and only in a very limited extent promotes the development of the TEN-T comprehensive network. Even then, it rather help realise specific investments (e.g. rail access to smaller seaports or missing road/rail links within the national networks) and does not serve the purpose of more general planning studies dealing with socio-economic benefits of the existing or pipelined infrastructure across the national borders.

The surveyed projects have just been completed (2018 or 2019) or are still ongoing, which allows for grasping fresh outcomes, albeit not necessarily longer-term results (such as capacity change in the target groups to plan/implement adequate measures in effect of the project). On the other hand, though, involvement of such projects in the BSR ACCESS activities could allow for calibration of their work based on inspiration received from the peer projects and – thereby – would signify the value added of the project platform.

The surveyed projects differ by size (ranging from 0,7 to 12 million euro), length (3 to 5 years) and complexity (4 to 21 formal partners). They may be rigid (as part of a programme) or more independent, either technical and straightforward (directed to market deployment of some innovative technologies) or more strategic (e.g. to improve mobility policies). Also, they show a wide variety of deliverables – spanning from toolboxes and portals – through pilot actions and business models – up to action plans, strategies and policy recommendations. Some of those went into a testing stage while some others remained inscribed on paper.

Several of the surveyed projects have originated in the Baltic Sea region and received support from either the cross-border programmes or the transnational BSR Programme. Some other ones recruited partners from the BSR because of the field competence (e.g. in green fuel deployment) or of the intention to extend the operational scope (e.g. for IT2Rail actions).

The surveyed projects report no specific implementation delays or deviations from the original time plans that would affect the planned outputs. If occurring, those are associated with longer procurement procedures for pilot actions or new circumstances in transport and regional development. Often, such delays or weaker resounding of the project messages in the target groups give birth to new initiatives – as exemplified by the ‘Whole Green Road’ project to more actively cooperate with the municipalities in procuring green transport services by means of the follow-up project called ‘Fossilfri Gränsregion 2030’ (Fossil free border region 2030).

4. Attracting the target groups

The surveyed projects are unanimous about specific needs of the target groups behind the joint actions. Several of the respondents point at the challenges of managing demographic change by promoting e-mobility or improving public transport service in less accessible and sparsely populated areas – which made all the involved stakeholders join forces. Some others underline a need of addressing the market failures – as illustrated by the HyTrEc2 project, commissioned by its target group to encourage uptake and deployment of hydrogen technology by different public sector organisations, as well as run events to demonstrate how the existing local/ regional supply chains could enter the hydrogen market. In some other cases, the focus was placed on proving investment evidence for a missing infrastructure link (as for the MABA II project) or an entire transport corridor (e.g. the REFEC project). The ChemMultimodal project, in turn, worked closely with manufacturing and logistics companies in the chemical industry to

support them in reorganising their east-west supply chains to be more multimodal and environmentally friendly; likewise did the IT2Rail project to target seamless multimodal door-to-door railway services.

The respondents' observations on quality of cooperation with the target groups in implementing the project activities let compile the following key factors for getting through with project messages:

- Ensuring deep and constant commitment – achieved through an active dialogue with stakeholders throughout the entire process for the project, from the early planning phase ('shared vision') to pilot deployment of project outcomes. This also includes face-to-face interaction.
- Offering a practical relevance of the project work to daily business of the target group representatives. As claimed by the REFEC project – 'Corridor approach is not necessarily the easiest concept for logistics companies (esp. SME) who are looking for day-to-day improvements in their processes'.
- Arranging a meeting place for diverse expert and decision-making competencies, also including experts from similar initiatives – possibly in an advisory board, a reference group or a steering committee.
- Delivering high quality evidence documentation for investment decisions and market strategies.
- Marketing the project as a 'carrot' to help bring home a larger investment. As demonstrated by the MABA II project, its results were decisive in the procurement of the new Kvarken ferry with help of EIB financing.
- Promoting successful market entrants mobilised by the project ('success breeds wider interest').

As stated by the CONNECT2CE project manager, the target group representatives used to be involved in pilot activities and – based on the experience gained – in the preparation of the regional strategies. Their predominant interest lies with practical issues (e.g. hydrogen vehicle technology deployment in the HyTrEc2 project), specific pilot case and demonstration activities (Interconnect, also with reference to neighbouring regions) as well as new measures, effective solutions and financing ideas for physical infrastructure (case of e-MONOPOLI, MABA II, DESTI-SMART and Whole Green Road projects). Arguably, as experienced in the RUMOBIL project, target groups are mostly keen on outcomes at the local level. International partnership and work is often not attractive to them.

Sometimes, the good collaboration with the target groups is inherited from the past projects and – in the present initiative – tackles the subsequent development stage. CONNECT2CE, which addresses the enhancement of public transport services in central Europe areas located outside main transport networks and hubs, follows up on the RAIL4SEE project, dedicated to increasing transnational rail connections between hubs, especially on TEN-T networks and along the main intercity lines.

Similarly, the HyTrEc2 project continues the hydrogen fuel deployment process commenced by its first edition (HyTrEc), which developed the overall strategic approach, delivered some training and initiated pre-commercialised vehicle deployments. E12 Atlantica BA3NET, in turn, operates on outcomes of the Nordic Logistic Corridor project and its predecessor - Simlab East-West. Both had been co-funded by the Interreg Botnia Altantica Programme.

The ChemMultimodal project builds on the knowledge generated in the ChemLog project carried out in 2009-2012. The latter aimed at promoting transnational transport of chemical goods, the removal of infrastructure bottlenecks and the improvement of framework conditions. The current project has focused on untapping potential for such transport along strategic east-west corridors in Europe.

Also, MABA II and TENTacle have a long record of preceding projects to amass a joint knowledge of transport demands, development trends and scenarios as well as to set up collaboration platforms. As already referred to, the mutual trust among stakeholders forged through a series of Interreg projects in the Kvarken area vastly contributed to succeeding with the investment in the missing link between the two shores (the new Kvarken ferry).

Among the surveyed projects are two examples of collaboration transforming into the next stage. The fundament for the Hela Gröna Vägen project (Whole Green Road) was the political declaration signed in 2014 within the framework of the Infragreen project by all 39 municipalities in the cross-border region, committing to become a fossil free transport area by 2030. The Whole Green Road project is now concluded, and the partnership continues the cooperation in a new initiative called Fossil Free Border Region 2030.

In a like manner, in April 2019, a follow-up project to RUMOBIL was started. Called YOUMOBIL, it aims to promote the mobility of youth and young adults in rural areas through better access to European and national public transport networks.

5. Value added and replicability potential of the project solutions

The surveyed projects pinpoint the high value added of the outcomes, both the ones implemented, and the ones foreseen (the latter in case of the projects still ongoing).

There is a positive attitude to, in particular, the carried-out pilot activities, which - after the project closure - are likely to see some replication in some other geographical areas through road maps and toolboxes to be worked out by the project partners (e.g. in the CONNECT2CE project). In some other cases, the commitment to implement follow-up actions detailed in action plans and other policy-related documents formulated by the projects are guaranteed by their signatories/co-authors (e.g. in the e-MONOPOLI and ChemMultimodal projects) or through their integration in the strategic documents of the partner municipalities and regions (e.g. in the RUMOBIL and TENTacle projects and, envisaged, in the SubNodes and DESTI-SMART projects). For MABA II and REFEC the project work led to concretisation of hard investments in the transport corridor – through a new ferry service to make the corridors operational.

The Interconnect project, in turn, brings on the scheme to carry our pilot tests of some new ICT solutions within the Interreg project and then to follow-up with a large-scale investment (in a wider geographical area) with support of mainstream ERDF funding. Likewise, the value added of HyTeEC2 project can be measured in offshoot investment in hydrogen technology by a company external to the project partnership after attending one of the project events.

In general, all completed projects tackled in the survey claim that the knowledge gained through the carried-out activities is replicable in other territories. This implies that e.g. approaches to a cross-border harmonisation of multimodal timetables and integrated ticketing and tariff schemes tested in the CONNECT2CE project may be redone somewhere else, following up on the developed toolboxes and guidelines.

Respective of the thematic profile and development circumstances, the followers may thus be inclined to making use of:

- the worked-out methodologies to synergise on e-mobility among partners and stakeholders (e-MONOPOLI project),
- the training materials on hydrogen deployment and guidance on hydrogen economy market entries (HyTrEc2),
- the technical systems for joint ticketing services and models for cross-border governance (Interconnect),
- the business models for port-to-port ferry operations (REFEC),
- the strategies and regional frameworks for connecting rural and hinterland areas to corridor hubs by means of public transport services (RUMOBIL and SubNodes),
- the approach to increase the knowledge infrastructure in the cross-border region and harmonise cross-border transport infrastructure planning (E12 Atlantica BA3NET),
- the methodology to reap benefits of the TEN-T core network corridors implementation for farther located territories (‘corridor catchment areas’ and ‘corridor void areas’),
- the methods to influence planning routines for green transport solutions and travel behaviour in the local communities (DESTI-SMART and Whole Green Road),
- the toolbox to assist chemical companies and logistics service providers in selecting multimodal alternatives to road transport in the planning of freight supply chains as well as action plans to ensure a focus on multimodal transport in national and regional infrastructure development strategies (ChemMultimodal).

6. Lessons learned. The projects’ heritage for followers

The surveyed projects are strong on certain key success factors to help deliver high ambition outcomes. Some of them relate to the quality of cooperation with stakeholders (target groups), some others pertain to the work organisation in the partnership. Often, they are formulated based on drawbacks encountered in the planning and implementation stages of the own project.

These are:

- A balanced (interdisciplinary and cross-sectoral) composition of partners to cover the relevant thematic areas as well as to combine theoretical and practical insights into the project themes;
- Political commitment and a sharp identity of the project in ‘leading the change’;
- A will to cooperate and share information and experience;
- Pooled resources and a clear distribution of actors’ roles based on the achieved common understanding of key project concepts, including a sharp vision of the project; a training session for

the partners is to be considered for that purpose in an early stage of the project work;

- Clear project communication, with sufficient time resources allocated to manage an outreach to key high-level stakeholders (international and EU-level);
- An interactive work between the project level and the cases, based on appropriate tools (e.g. internal guidance and report templates); this also implies assigning of a leader to ensure an alignment between the different WPs, the consistency of case tests and the integration of results into an overall framework;
- A careful scheme of meetings – to be able to allocate the right types of events to the activities and processes in the project implementation (workshops, face-to-face decision meetings, conferences and video calls, online forums etc.); it is also advisable to schedule physical meetings within the partnership as well as with the target group representatives to create and sustain an inspiring cooperation climate;
- Ability to run an open stakeholder interaction process to help the various public and market sector players communicate, share goals and agree on best-reckoning measures;
- Awareness of remote technologies to facilitate joint products (e.g. freeware for travel planning and information exchange);
- Continuity in actions (well-monitored projects as consecutive elements in a development process);
- Creativity – to be able to deploy dormant resources (e.g. for mobility in the rural areas);
- Emphasis on ‘long-hanging fruits’ to make the project deliver realistic yet attractive results to the decision-makers.

ANNEX: Overview of the surveyed first mile corridor projects

Project implementation progress

Implementation status versus planned outputs/results. Any deviations and their reasons/circumstances
CONNECT2CE
The project CONNECT2CE is proceeding smoothly and according to the original time plan. Minor hurdles during project implementation were successful overcome without having impact on results or outputs.
e-MONOPOLI
e-MOPOLI aims to contribute to an efficient diffusion of e-mobility and alternative fuels mobility with improvement of 9 policy instruments set, 6 of which directly linked to Structural Funds, in Italy, Slovenia, Greece, Belgium, Finland, Norway, Romania and Latvia. The policy instruments selected by 9 partners will be improved mainly through new projects and enhanced governance. The Regional and interregional learning process will actively involve project partners, their institutions and their stakeholders groups. The project, in order to effectively reach its goal, will be soundly structured on following steps: • e-MOPOLI methodology; • Partners' local and regional territorial context analysis; • Good Practices selected for exchange of experience and transfer of lesson learnt; • 9 Regional Action plans; • Monitoring of 9 Action Plans through e-MOPOLI webtool; • e-MOPOLI recommendations on business, governance and RIS3 level for Regional and Local Authorities. Besides reaching e-MOPOLI outputs and results, partnership will transfer them to a wider audience, through carefully planned communication activities, which will include regional and interregional events such as conferences, workshops, dissemination events, Policy learning platform and Programme events. In this period (nov. 2019), we are at the end of third semester (out of nine) of phase one. The phase one of the project mainly aims to deliver 9 Regional action plans to be monitored during phase two. At the end of phase 1 all outputs listed above will be achieved. We are in line with all planned activities and no major changes were needed at project level.
HyTrEc2
The HyTrEc2 project is a 5-year project and the planned outputs / results have been slower to be realised that the implementation plan submitted. Another 12-month extension would probably make a massive difference! Delays primarily relate to the nature of hydrogen technology – the procurement/ retrofitting of vehicles has been delayed due to the fact that hydrogen vehicles (and the base electric vehicles that a hydrogen system is often fitted around) are still very much in their infancy and/ or improving significantly year on year and the technical expertise available for retrofitting (i.e. the supply chain) is limited. All of this has meant longer discussion times between Partners and potential retrofitting organisations (for instance Aberdeen City Council's env200-hydrogen prototype has had technical issues. UiT and Aberdeenshire Council wish to duplicate and so discussions on improvements involve all 3 Partners plus the retrofitting company, ULEMCo). More commercial hydrogen vehicles, such as the Toyota Mirai and the Hyundai Nexo were also meant to be available during this period. Mirai's are available but numbers (and access) are limited, and the Nexo is over 12 months late in coming to the market across Europe (not just related to left- and right-hand drive

vehicles). The German hydrogen car market is now over two years late. This has meant adjustments to the project plan in terms of vehicle delivery timescales and on occasion to vehicle specification (a Renault Kangoo van instead of a Nissan env200 van, for instance). This then has an impact on assessment of results from this work package as well. I won't go into the details, but this is duplicated for the green hydrogen production, storage and distribution work package: hydrogen is just very new, and we are encountering first mover issues.
Interconnect
In general, the project started a bit slow but is picking up speed. The plan remains but main investments will be carried out in the last semester for the project.
MABA II
The cross-border MABA II project (Midway Alignment Botnia Atlantica II) has reached its goal; project results are now being compiled ahead of the final report and project activities are completed. MABA II has had a decisive role in the procurement of the new Kvarken ferry. The purpose of MABA II was to produce background materials, e.g. for the decision-making of authorities and financial institutions. These materials have been essential in making legally correct and financially sound decisions and, in this way, securing the Kvarken connection in the long run, which is a precondition for all other cross-border cooperation in the region. One of the aims of the MABA II project is to serve as a multimodal, environmentally friendly and innovative midway alignment between Scandinavian-Mediterranean Corridor and the North Sea-Baltic Corridor, via the comprehensive road E12, as the corridors are suggested to be prolonged northwards from Stockholm and Helsinki. Planning of the link has been done with Interreg project funds and the new ferry will be in traffic in May 2021. EIB will contribute by financing the final phase of the investment.
REFEC
We are in line with the planned activities. Currently in middle of the project.
RUMOBIL
RUMOBIL project was finished in May this year. Regarding the outputs, a RUMOBIL strategy to enhance public transport in rural regions has been implemented in 9 partner regions. Further, 8 pilot actions, including (a) new services to better connect rural areas, (b) the improvement of access points in rural areas, and (c) enhanced passenger information for better quality of PT, were elaborated and tested successfully. During RUMOBILs lifetime no changes of plans became necessary. In April 2019, a follow-up project called YOUMOBIL was started. It aims at a promotion of the mobility of youth and young adults in rural areas through better access to European and national PT networks.
SubNodes
Implementation is slightly delayed but in regard to content – is on track. Reasons for delays are later starts of pilot actions and longer preparation times for these (e. g. for tender procedures). Some pilot actions needed adaptation in comparison to the AF. This is because between the development of the application and the starting of the project there has been quite some time, in which developments already have taken place. Furthermore, in the course of the project partners have exchanged knowledge and experiences. So, the project reacted on these latest developments.
TENTacle
The implementation phase closed in end of April 2019. All final outputs are delivered although with some change of direction due to the development in the regions and further progress reach compared to the application form.
DESTI-SMART
The Interreg Europe DESTI-SAMRT project (full title: Delivering Efficient Sustainable Tourism with low-carbon transport Innovations: Sustainable Mobility, Accessibility and Responsible Travel) is being implemented since June 2018 under schedule and has not been any need for change of plans.

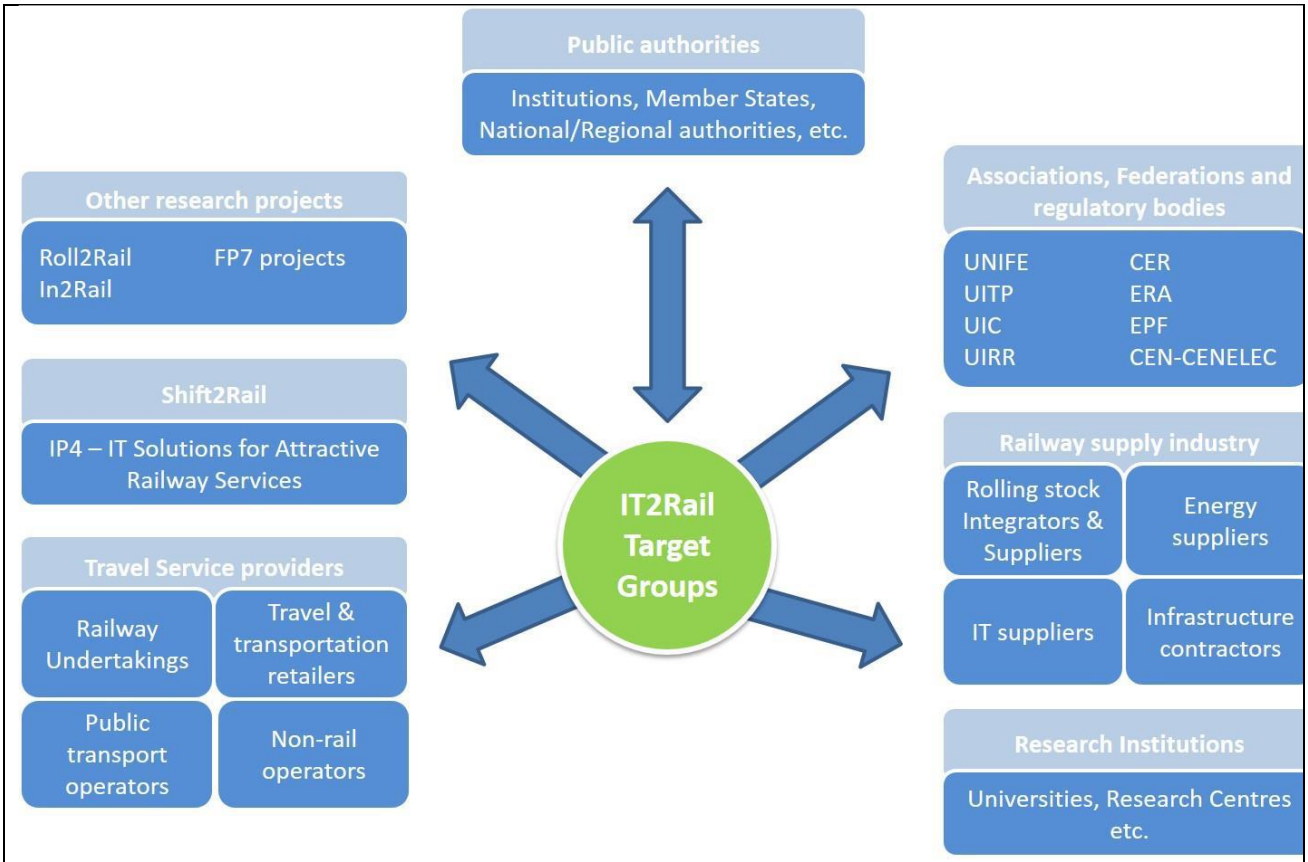
Within the first three semesters of its implementation (June 2018 – November 2019), the project website (https://www.interregeurope.eu/desti-smart/) and the social media have been developed, 27 Local Stakeholders Group meetings have taken place among all the partners, two Thematic workshops have been developed (A. Low-carbon transport systems at tourist destinations and B. Intermodality for visitors at tourist destinations), also a webinar on "Low-carbon transport systems for visitors at tourist destinations" and nine dissemination events, again among all the partners, the project has been presented at one external event/ conference, one newsletter has been published and a Joint Survey with Common Methodology with questionnaire survey investigating the travel behavior in the nine destinations of the project has been performed aiming to sustainable low-carbon transport and responsible travel solutions.
Hela Gröna Vägen (project Whole Green Road)
Most of the project goals were achieved or over achieved. 1000 new charging stations for electric vehicles were registered in the Nobil database in the region during the project period, and more were built. The results for biogas fuelling stations and the communication goals achieved substantially higher results than anticipated. There was a goal to have at least 300 organisations to sign a “paper” with the mission of achieving fossil free transports by 2030. It was shown that private actors didn’t see the value of signing this. So instead the project focused on having a dialogue with the private actors regarding more specific actions to achieve fossil free transports. The project had the aim that each municipality would have a roadmap of how to achieve the goal of fossil free transports by 2030. In the Fyrbodal region this was not achievable for all the municipalities due to lack of time. There is a heavy work behind making a road map. It needs to be anchored in the organisation politically. The project had the aim to focus on procurement of transport and services including transports. This was made by having seminars and workshops. This was not enough for all of the municipalities to put requirements on fossil free transports in their procurement of transport services or services including transports (which was a goal in the project). The focus of procurement of transport has therefore also become a focus in the new project Fossilfri Gränsregion 2030 (fossil free border region 2030).
ChemMultimodal
The ChemMultimodal project was finalised as planned, on 31.05.2019. Overall, the project succeeded in accomplishing the planned results and even outperformed in one main objective. A change with regard to the workplan became necessary in the course of the project. Here a workpackage on capacity building was abolished and instead the workpackage of pilot actions was extended. This change facilitated the success of the project to great extent.
IT2Rail
The IT2Rail project delivered the planned outputs, but since it was designed as a one of the Shift2Rail “lighthouse” projects (i.e. launched before Shift2Rail was operational), its main objective was to kick-start the activities of the whole IP4 (4th Innovation Programme of Shift2Rail). To minimise the risk for the IP4 projects that followed IT2Rail, it was decided to perform an additional integration run of the various components that were developed, to guarantee a stable software base for future IP4 developments. With this in mind, the project was extended by 6 months in order to finalise some testing of components that would be used in subsequent projects. This also allowed for the project developments to be presented during TRA2018, which took place in April 2018,
MAMBA
Implementation status: ongoing Some implementation delays due to political and legal obstacles (e.g. procurement), yet no significant non-achievements In some cases plans were adjusted due to constraints both within implementing organisations and with regard to outer circumstances
E12 Atlantica BA3NET

E12 Atlantica BA3NET has developed knowledge and a knowledge infrastructure to support long-term and strategic planning for the Botnia-Atlantic region's internal transport system. E12 Atlantica BA3NET (BA3NET) together with the INTERREG project E12 Atlantica Transport (E12AT) has mapped, compared and analysed the national planning and prioritization processes for infrastructure in Norway, Sweden and Finland. The objective has been to identify if and how the nationally focused processes in themselves constitute cross-border obstacles for actors in the BA-region? Our results have been compiled and communicated to the Transport authorities in Norway, Sweden and Finland. The knowledge infrastructure created, is based on an increasingly developed and in-depth collaboration between the universities in the BA region, the business community, the Transport authorities and the BA region's public actors within the transport sector. During the project new facts about underlaying calculation methods of transport models used in Norway, Sweden and Finland have been revealed, which have led to adaptions of the deliverables. Otherwise the project has delivered as expected.

Quality of cooperation with the target groups. Key factors for getting through with project messages
CONNECT2CE
The quality of cooperation with stakeholders and target group is really good. The key point for having a proactive support by stakeholders was their involvement from the early beginning of project implementation, i.e. from territorial and gap analysis (first step) to testing piloting activities/services (second step) to long term strategy definition (current phase). Being part of a process (before than part of a project) allows target groups to feel engaged.
e-MONOPOLI
The cooperation with Target Group is good and efficient during project lifetime. In fact, each partner has to set up a group of local and regional stakeholders, representatives of the main target groups of the project, to be actively involved in each phase of the project and above all in the elaboration of regional action plan and its implementation. Each partner organizes at least 3 regional stakeholders group workshop during the project lifetime in order to update stakeholders/target group on different project phases and cooperate with them for Action Plan. So, the key factor is the constant involvement of Target group in the relevant phase of the project implementation.
HyTrEc2
We do assess for general comms and networking, but target markets are: potential entrants into the hydrogen supply chain and adoption of hydrogen technology by other organisations. Put simply: actual companies / organisations committing investment (i.e. organisations adopting hydrogen vehicles through the project, companies creating new hydrogen technology for the project, businesses investing in hydrogen activities after discussions with us) and this is considered the highest quality engagement/ cooperation we can achieve. Key factors are committing investment – so we either pay the organisation for undertaking work for us (using appropriate procurement channels), we provide/ subsidise/ loan a hydrogen vehicle for trial to allow entry into the market by an organisation or we have organised free events to then allow exchange of information. Successful partners in the above are usually the more experienced hydrogen operators. Whereas the newer Partners (followers) tend to have less traction with their local supply chain as they haven't seen success of implementation or deployment. Success breeds interest!
Interconnect
The project parts work with their respective information channels such as webpages, press releases etc. A report system was created to keep track on the information activities.

In Region Blekinge a infotainment system was installed which allows Blekingetrafiken to customize the information to the travellers depending on where exactly they are geographically. In the case of Hanseatic City of Rostock and Municipality of Guldborgsund a commercial movie was created in 3 different languages to promote the Intercombi ticket (Public transport + ferry). In order to reach the target groups the importance of information in multiple languages proved to be a success factor, both in the case of infotainment system and commercial movie. This opinion was further strengthened by the fact that a mobile application for the Intercombi ticket was available only in German language and therefore was not used by the target group tourists in Rostock. It proved to be more difficult to involve the associated partners in the information activities. They are more focused on their own operations and are more open to cooperate when the information is very close to their core activities.
MABA II
Target groups: municipalities, operators and tech-providers. The quality of the cooperation has been extremely good and the key factors for this are: • involvement of the stakeholders in an early phase of the planning of the project • active dialogue through the project • high-level representation in the steering-committee of the project, both on political lever and from other stakeholders • high-quality background materials for decision-making • cooperation with best available experts • good and realistic planning of the implementation of the project • enough personal and financial resources • a stabile cross-border organisation with a strong mandate
REFEC
Cooperation has been satisfactory. Corridor approach in not necessarily the easiest concept for logistics companies (esp. SME) who are looking for day-to-day improvements in their processes (technical, business).
RUMOBIL
Stakeholders included local public authorities, regional public authorities, national public authorities, infrastructure and public sector providers, interest groups, as well as higher education and research. There was a high quality of cooperation with target groups in the project, as a diverse group of stakeholders were involved in the planning of the pilots and the evaluation of their success. At the local/ regional level, where most stakeholders were approached, face-to-face interaction was highly important to discuss on planning and progress of activities. A cooperation turned out to be very successful, when “key stakeholders” are involved. These persons are aware of the projects potential and are willing to change something, although it is connected to a higher workload. The quality of cooperation was further influenced by the practical relevance of the activities. Whereas the pilot actions attracted a lot of attention, the overall RUMOBIL strategy was more difficult to communicate.
SubNodes
In regard to regional stakeholders, which are directly involved in the implementation of the pilot actions and action plans (e. g. transport associations, transport planning authorities, transport operators), the quality of cooperation is very high. Looking at the perspective users of the pilot actions, here: passengers / commuters, the degree of cooperation varies from mere information (via press releases) to direct involvement (questionnaires, public discussions, joint video production).
TENTacle
There has been a large involvement from many target groups throughout the project, both from regional politicians, national administrations as well as on European level with the corridor coordinators. The fact that the advisory board was very active throughout the project, for example by giving input to the final output, (Realising benefits from the TEN-T Core Network Corridors – how, where and by whom?), show that the project managed to raise a large interest.
DESTI-SMART

The cooperation with the target groups of the project is satisfying up to now, since there is regular communication with the Local Stakeholders' Groups, which is documented at the press releases and the minutes of the relevant meetings. An also important fact is that within the Joint Surveys with questionnaire survey addressed to the mobility users (residents and visitors of the nine destinations/ partners of the project), the aims and the scopes within the project has been communicated already at the final target groups and it is considered as an important effort to involve the end users to the decision making within the project and the development of the Local Action Plans, to be developed at next semesters of the project.
Hela Gröna Vägen (project Whole Green Road)
The cooperation with the municipalities and other local authorities was good. The dialogue with them was the main focus in this project. The communication with the companies was harder to achieve. In the Fyrbodal area, a good communication was established with 2-3 companies, while on the Norwegian side, it was decided to focus on strengthening the network Energiforum/Klimapartnere. The key to good communication is to have personal meetings and to physically meet each other. But also a steady presence in social media and other media is important to ensure that there always is focus on the project topic.
ChemMultimodal
The cooperation with target groups was a major necessity for project success. As the goals of the project were only possible to fulfil by the cooperation of the respective target groups. The key factor of success was the original self-interest of the target group, here companies from the chemical industry and logistics.
IT2Rail
The target groups of the project were well covered, as within the project consortium many actors with different backgrounds were involved, including partners from the rail supply industry, the operating environment (Travel Service Providers), the academic world and associations covering aspects not only of rail but also of other transport modes to address the multimodal aspects tackled by the project. The figure below shows the target groups that the IT2Rail project has reached.



The establishment of an Advisory Board was also important in making sure that the key messages from the project developments were conveyed to a wide set of actors, especially public authorities and regulatory bodies (like ERA and CEN-CENELEC). It was also important to approach other similar initiatives that addressed multimodality in the project's Advisory Board, to make sure that the project took into consideration things that have already been addressed and therefore avoid duplication or unnecessary incompatibilities.

MAMBA

Target group cooperation: success factors

- Involvement of target groups from the beginning of the project
- Agree on a shared vision in the beginning
- Funding as a "carrot"
- Inter-departmental cooperation (difficult to realize but promising)

E12 Atlantica BA3NET

There have been a lot of cooperation with identified target groups such as regional actors and national traffic administrations. It is a challenge to get the target group connected to the project and to contribute actively to the project result as well as being ambassadors of the project findings.

A key factor to create commitment have been to invite and involve target groups into workgroups, the steering committee and reference groups.

Background

Reasons for initiating the project. Any specific needs of the target groups
CONNECT2CE
Improving public transport connections with rural, peripheral and cross border areas was a common challenge for all the involved stakeholders/partners. Potential of project activities against the phenomenon of depopulation, understanding innovative solutions to promote PT in sparsely populated areas and being informed about project outcomes (e.g. about results of pilot activities) was also significant reasons to get involved in the project.
e-MONOPOLI
Diffusion of sustainable mobility, in particular e-mobility Promotion of new measures and projects for the diffusion of e-mobility for Public Administrations, improving regional and local policy instruments More cooperation among Public and private stakeholders in the field of e-mobility All these points represent common needs of the LP, Partners and related target groups.
HyTrEc2
There is currently market failure in hydrogen technology uptake and deployment. The HyTrEc2 project was initiated to address the high cost of FCEV's, particularly for large fleet operators, and the need to make green hydrogen cheaper through more cost-effective hydrogen production, storage and distribution. Specific needs of target groups were considered as part of the 'supply chain' and this included commissioning work from them and initiating training to encourage entrants. To stimulate this work the project would develop vehicles and encourage uptake by different public sector organisations, as well as run events to demonstrate how the existing local/ regional supply chain could enter the hydrogen market.
Interconnect
Interconnect addresses the challenge of curbing the car-reliant mobility trend in the SB area through user-adjusted and more sustainable public transport services for regional and cross-border travels. The current public transport offer hardly meets customer expectations for easiness and attractivity of regional and cross-border journeys, with scarce range of integrated ticket options for multimodal rides, difficult access to one-spot passenger information and no clear benefits for users when choosing the public transport over car. Based on benchmarked performance qualities of the current systems in the partner areas, 3 interlinked pilot cases (SE-PL, DK-DE and LT) will attempt to develop/enhance the regional and cross-border travel offer for foot passengers.
MABA II
Reasons for initiating the project was from the beginning that we lost the ferry connections between the regions when Finland entered the EU. The abolishment of tax-free sales in our region was a fact but preserved in other parts of Finland and led to distort competition. There was a big demand in the region for a functioning link between the regions in Finland and Sweden, both from the industry and the people living in the region (work, tourism, goods flows, possibilities to grow together, studies etc.). The planning of the project stated with several Interreg planning projects and continued as a CEF TEN-T implementation project. Due to regulation problems CEF could not be a part of the construction phase of the project, but there was an obvious need to continue work done in the TEN-T project Midway Alignment of the Bothnian Corrridor and the Interreg project Midway Alignment Botnia Atlantica (MABA). The goal and the specific need of MABA II was to secure the east-west connection by developing a new customized ferry for the Kvarken region.

The goal of MABA II was to by the end of the project present well-prepared background materials, reports and analyses so that the development process of the east-west transport corridor can continue, and the regional, national and EU-level authorities can make decisions regarding future measures. These goals were achieved by creating and producing reports and analyses regarding the Kvarken ports TEN-T-status and TEN-T Core links, producing and presenting investigations about alternative financing options, and starting the planning work connected to the development of the port and terminal areas and the new ferry.
REFEC
The initial idea (need) was to contribute in making Eastern Finland and Eastern Estonia transport corridor possible by helping to initiate the ferry connection between Loviisa (FI) and Kunda (EE). That would help avoiding the congestion in the capital regions of both countries, and also decrease mileage.
RUMOBIL
One of the key challenges in Saxony-Anhalt is the management of the demographic change. Since 1990, Saxony-Anhalt has lost more than 20 per cent of its population and is likely to suffer from a further loss. The situation is even more dramatic in the rural areas. The provision of high-quality services of general interest, including transport, are seen as key elements in Saxony Anhalt's development strategy. Rural regions across Europe face similar problems. All RUMOBIL partner regions are affected by the demographic change and this represents a considerable challenge for funding public transport and its further development. Increasing distances to reach schools, doctors and shops lead to higher mobility demands of concerned inhabitants while links to national and EU passenger transport networks gain importance. As target groups (e.g., regional authorities and transport providers) are responsible for the provision of public transport, the project and its pilots are highly relevant for their daily work. RUMOBIL gives public authorities and their transport authorities the opportunity to address this challenge while at the same time actions to prevent a further population decline are taken.
SubNodes
In wide parts of Europe the intermodal connections between TEN-T hubs and the adjacent peri-urban areas are rather poorly developed. SubNodes aims at elaborating a strategy how to better connect these areas to the primary hub. Selected medium sized cities shall be upgraded to intermodal nodes linking intra-regional transport (mostly buses, but also other modes) to the national and TEN-T network. The main aim is to make public transport more attractive and change transport modes especially for commuters from motorized individual transport to public transport.
TENTacle
Back in late 2013, the CNCs were an innovative instrument of the EU transport policy, aimed to promote the coordinated development of infrastructures and thereby to stimulate regional growth not only in their immediate neighbourhood but also in more distant geographical areas. However, as this policy instrument was very new, the roles and responsibilities of involved stakeholders, likewise the possible impacts on public policies and market behaviours, seemed fairly uncertain. As evidenced in the first core network corridor fora, exploiting the development potential generated through this new corridor approach was hindered by five major capacity challenges: • Generally low awareness of the CNCs among public and market players in the BSR and deficient understanding of the ways these players can be involved and influence the CNC implementation to make it consistent with their action priorities (e.g. management of international supply chains through the BSR); • Too weak engagement of the stakeholders in the areas along the CNCs in converting corridor mobility boosting measures to sustainable growth and prosperity actions. In many cases, their involvement was limited to a bare consultation of bottleneck-removing investments recommended in the corridor studies and work plans; • Insufficient ability of the stakeholders in the areas close to the CNCs to plan adequate measures and mobilise financial support for the corridor access investments as a growth and prosperity factor; • Insufficient ability of the stakeholders in the areas located farther away from the CNCs to plan adequate measures and mobilise financial support for investments improving the connectivity of their secondary and tertiary networks to the CNCs as a growth, prosperity and cohesion agent;

- insufficient knowledge of how to utilise the CNC cooperation gains (such as a wider territorial perspective and a multi-actor involvement) in transport planning, management and implementation activities within the BSR countries and how to synergise with the strategic cooperation framework of the EU Strategy for the Baltic Sea Region.

DESTI-SMART

DESTI-SMART is a project addressing challenges for efficient sustainable tourism and at the same time promotion of low-carbon economy. Public regional/ local and transport authorities increasingly face such challenges, particularly at busy destinations with high tourism travel flows.

The 10 project partners, representing mass tourism destinations in South Europe, emerging tourism destinations, coastal, maritime and insular ones, form an interregional working scheme promoting interregional cooperation for sustainable mobility, accessibility and low-carbon responsible travel, through capitalisation of best practices, improvement of regional/local policy instruments and preparation of action plans towards their emergence and recognition as 'Smart Destinations'.

The overall objective of DESTI-SMART aims to heal with the above mentioned needs by trying to improve the transport and tourism policies of EU destinations, by integrating strategies for sustainable mobility, accessibility and responsible travel with efficient & sustainable tourism development, for transition to a low-carbon economy, through efficiency, resilience, multimodality, novel low-carbon transport systems, cycling & walking, with implementation innovations, policy learning and capacity building.

Hela Gröna Vägen (project Whole Green Road)

Both for Hela Gröna Vägen (project Whole Green Road) and Fossilfri Gränsregion 2030 (Fossil free border region 2030)

The main source of climate emissions in the region comes from transport. The cooperation between Follo, Østfold and Fyrbodal was established through the Infragreen project, where all the 39 municipalities signed a document which manifests their political commitment to be fossil free regarding their transports by 2030.

In the Fyrbodal Association of Local Authorities we have the aim to work with business-driven environmental development. As a part of achieving these we initiate and lead development and innovation projects. Fossil free transports is one on the key areas we work with.

ChemMultimodal

The projects ChemMultimodal builds on the knowledge generated in the CE Project ChemLog – implemented from 2009 – 2012. Core partnership of ChemMultimodal has started cooperation on improving chemical logistics already at this point. The ChemLog was focused on promotion of transnational transport of chemical goods, the removal of infrastructure bottlenecks and the improvement of framework conditions. The promotion of multimodal transport especially in the West-East Direction was a clear objective and several feasibility studies have been implemented to identify the potential for increased multimodal transport alongside important European Corridors at strategic level. Recommendations from this work have been integrated into the discussion about the shaping of TEN-T core and comprehensive network, which has been agreed on by the European Commission and Member states in 2014.

Despite high political priority for promotion of multimodal transport real transport data show little progress in this area. Therefore the project wanted to build on the available knowledge and develop an implementation-oriented tool that supports chemical companies and LSP in analysing and reorganising their transport in a more environmental friendly way.

IT2Rail

The project was a precursor to the activities that were launched with the 4th Innovation Programme of the Shift2Rail Joint Undertaking, dealing with Information Technologies for attractive railway services, and therefore targeting a seamless multimodal door to door travel.

MAMBA

Lack of accessibility and mobility in rural areas as a starting point of the project

Demographic challenges and limited financial capacities in rural regions

Missing connectivity between different mobility services in rural regions
E12 Atlantica BA3NET
Although transport infrastructure in many documents is highlighted as central to the development in the BA-region, the region is missing such an integrated decision support for cross-border activities and investments. Institutional barriers, missing networks and knowledge gaps therefore have made it difficult to make integrated cross-national decision making in relation to the demand for transport infrastructure and logistic capabilities with the aim to strengthen the BA-region. These deficiencies now have been identified. Finally, and thanks to BA3NET, a common knowledge base and a stronger network of actors have been established in the BA region. There was also a regional interest in creating a cross-border freight database which the partnership wanted to investigate further

Any earlier project/initiative to build upon
CONNECT2CE
CEI has a long-lasting experience in EU projects in the transport sector and has implemented few projects tackling the same topics before CONNECT2CE. Among all, RAIL4SEE (http://rail4see.eu/).
e-MONOPOLI
Not one in particular but was based on multiple experiences/projects of Province of Brescia on local and international level for the promotion of e-mobility.
HyTrEc2
HyTrEc2 is the second Hydrogen Transport Economy in the North Sea Region project developed. HyTrEc was the first and this developed the overall 'Strategy', some low-level training and initiated some vehicle deployments (a couple of pre-commercialisation vans).
Interconnect
The project idea was developed based on the previous PPs cooperation especially on the axes Karlskrona-Gdynia and Rostock-Guldborgsund. The submitted AF is a result of the SI seed money project with several PPs already involved. The project absorbs the local-scale cross-border experience in joint PT planning and management accumulated in 'Interface' and 'Interface Plus' projects in the SBP 2007-2013 as well in some other Interreg programmes. Inspiration is also gathered from CTUR URBACT project which demonstrates that each cruise harbour with PT access has a competitive advantage. Municipality of Viimsi brings this knowledge from the TransPlan Project, interconnecting public transport systems of the Helsinki metropolitan area and Harju County (EE) as a tool for further regional integration (Central Baltic Interreg IVA Programme).
MABA II
Yes. Several projects and initiatives have been successors of the MABA II -project: • Nordic Logistic Corridor (NLC) (promoted collaboration/harmonization across borders between ports, terminals https://www.kvarken.org/assets/Uploads/A4-Folder-EN-2.pdf) • TEN-T project Midway Alignment of the Bothnian Corrridor (Detailed plan of the ferry and infrastructure in ports, show the importance of the route from the EU transport policy point of view) http://midwayalignment.eu • E12 Atlantica Transport (political harmonization; A joint knowledge base to create an understanding of transport demands (Cross-border analysis of the transport systems), common long-term priorities (Cross-border traffic strategy for joint priorities), platform for future collaboration (suggestion of a long-term structure

for cross-border collaboration that guarantees continued sustainability, EGTC) https://www.kvarken.org/assets/Uploads/E12-ENG-HR.PDF • MABA I (preliminary financial engineering, both ferry and port investments) • MABA II (mentioned earlier)
REFEC
No
RUMOBIL
The MLV was leadpartner in two other Interreg projects. However, there was no link to transport issues.
SubNodes
No
TENTacle
The partnership is composed of local/regional authorities, business players and knowledge providers around the Baltic Sea, with leaders and partners in the past BSR and NSR Programme projects (TransBaltic, EWTC II, BSR TransGov, ACL, TEN-Tans, the two programme clusters etc.), TEN-T (e.g. Swiftly Green) and research projects (ESPON, 6&7FP)
DESTI-SMART
In previous interregional cooperation programmes several projects addressed the issues of sustainable mobility and sustainable tourism, but not in combination. In INTERREG IVC project CHARTS the issue of 'Sustainable Mobility for Access to Destinations and within Destinations' has been identified in the 'CHARTS Thessalia Charter', as a priority theme for further interregional cooperation. The theme of 'Sustainable Mobility and Access to Destinations' was also addressed at the European Tourism Forum (that is organised annually by the EC and the Presidency of the Council of Ministers). A specific panel focused on the relevance of transport as a key element in the tourism industry, on accessibility as the main function behind the basics of tourism transport and on efficient, safe and inclusive sustainable mobility as one of the crucial conditions for the competitiveness of European Tourism. The 1st World Conference on 'Smart Destinations' organised by UNWTO in February 2017 stressed the contribution of multimodality and accessibility towards smart destinations.
Hela Gröna Vägen (project Whole Green Road)
Yes. In 2014 a document signed by all the 39 municipalities which manifests their political commitment to be fossil free regarding their transports by 2030. This action was driven by a project called Infragreen. As a result of that project and the goal the project Whole Green Road was initiated and now followed by the project Fossil Free Border Region 2030.
ChemMultimodal
The projects ChemMultimodal builds on the knowledge generated in the CE Project ChemLog – implemented from 2009 – 2012. Core partnership of ChemMultimodal has started cooperation on improving chemical logistics already at this point. The ChemLog was focused on promotion of transnational transport of chemical goods, the removal of infrastructure bottlenecks and the improvement of framework conditions. The promotion of multimodal transport especially in the West-East Direction was a clear objective and several feasibility studies have been implemented to identify the potential for increased multimodal transport alongside important European Corridors at strategic level.
IT2Rail
IT2Rail was actually a precursor to other projects, as explain previously, so it's other projects that relied on its outcomes.
MAMBA
We were partially inspired by the project RTS (Rural Transport Solutions, Interreg Northern Periphery Programme)

E12 Atlantica BA3NET
It is a successor based on earlier projects such as Nordic Logistic Corridor and its predecessor Simlab East-West. Both of them being Interreg projects through the Botnia Altantica programme.

[FOR PROJECTS NOT FUNDED BY INTERREG PROGRAMMES IN THE BALTIC SEA AREA] *Why did you decide to involve a partner/partners from the Baltic Sea region?*
CONNECT2CE
-
e-MONOPOLI
-
HyTrEc2
RISE, Sweden were a partner in the HyTrEc project with expertise in green hydrogen deployment. The EIFI, Germany were also a Partner in the HyTrEc project with expertise in education and low carbon project development. Both are also based in a North Sea Region so we didn't target them for being Baltic Sea Area region.
Interconnect
-
MABA II
-
REFEC
-
RUMOBIL
-
SubNodes
We did not decide to involve partners from the Baltic Sea Region. We have chosen a Partner from Poland because of geographical issues. But Poland is also Central Europe so overlapping to Baltic Sea Region.
TENTacle
-
ChemMultimodal
The project contributes to EU Strategy for the Baltic Sea Region in the area of freight transport supporting the key objectives "connect the region" to increase accessibility. Especially the transport via short sea from East German harbours to Russia and Baltic countries is a possible alternative for road transport via Poland.

IT2Rail
The project involved an Estonian partner, which was one of the new members of UNIFE and we wanted to introduce them in the project in order to emphasize the pan-European scope of the developments.
MAMBA
-

Solutions

Administrative levels and thematic sectors of the project partners
CONNECT2CE
PROJECT PARTNERS PP1 Central European Initiative - Executive Secretariat (IT) – international organization PP2 European Academy of Bolzano/Bozen (IT) – research institute PP3 Udine Cividale Railways Company Ltd. (IT) – railway operator Friuli Venezia Giulia region PP4 Győr-Sopron-Ebenfurt Railway Corp. (HU) – Railway operator PP5 HZ Passenger Transport Ltd. (HR) – Railway Operator PP6 Institute for Transport Sciences Non Profit Ltd (HU) – Research institute PP7 Institute of Traffic and Transport Ljubljana l.l.c. (SI) – research institute PP8 Regional Authority of the Pilsen Region (CZ) – Regional Authority PP9 Regional Management Burgenland Ltd. (AT) – Regional organization PP10 Slovenian railways-Passenger transport, Ltd (SI) – Slovenian Railway operator–passengers PP11 Sistemi Territoriali s.p.a. (IT) - Railway operator – Regione Veneto PP12 Intermodal Transport Cluster (HR) – National organization PP13 Public transport authority Berlin-Brandenburg (DE) – public transport authority
e-MONOPOLI
Mainly Regional and Local authorities with experience on sustainable mobility (Transport, energy environmental departments, planning sectors…). Strict cooperation with National authority for the policy improvement.
HyTrEc2
All are local (Aberdeen City Council, Aberdeenshire Council, Provincie Drenthe, Geemente Groningen), regional (RISE, UiT) or (trans)national (EIFI, Cenex) Partners. Thematic sectors are transport, mobility, energy, low carbon, hydrogen safety, education, ICT, sustainable communities, resource efficiency, economic development.
Interconnect
The partners mainly represent administration on regional or municipal level. This is combined with more academic organizations like Blekinge Technical Institute and The Hanseatic Institute for Entrepreneurship and Regional Development at the University of Rostock (HIE-RO). Findings from the demand side are validated and tested in the different pilot cases run the by the regions and municipalities. A separate workpackage is dedicated to multilevel governance of public transport.

MABA II
Co-financers MABA II Kvarken Council (Lead Part, FI), Regional Council of Ostrobothnia (FI), Region Västerbotten (SE), Infrastruktur i Umeå AB (SE), City of Vaasa (FI), Umeå municipality (SE), Vaasa Region Development Company VASEK (FI) Midway Alignment of the Bothnian Corridor PROJECT ACTION PARTNERS: The Municipality of Umeå and The City of Vaasa, Project Coordinators | KoVaLogin | Port of Umeå Port of Vaasa - Kvarken Ports | The Kvarken Council | NLC Ferry AB Oy | Regional Council of Västerbotten | Regional Council of Ostrobothnia | The Swedish Maritime Administration | Wärtsilä | SSAB | Komatsu Forest Ab | ABB | DNV GL | Merinova technology center | Volvo Trucks, Umeå | SCA Transforest LETTERS OF SUPPORT TO THIS ACTION HAVE BEEN PROVIDED BY THE FOLLOWING SUPPORTING PARTNERS: Företagarna (Swedish Federation of Business Owners) Region Västerbotten | Västerbotten Chamber of Commerce | Ostrobothnia Chamber of Commerce | The Ostrobothnian Centre for Economic Development, Transport and the Environment | Vaasa Region Development Company | The Board of the Council of Ostrobothnia | The Mayors of the Municipalities of the Vaasa Region | The Regional Organisation of Enterprises in Coastal Ostrobothnia | Centre of Expertise Programme (OSKE) - Maritime Cluster, Western Finland | Nordland Fylke, Norway | MidtSkandia | CERUM, Umeå University | Vaasa Consortium of Higher Education | Gold of Lapland | Visit Hemavan Tärnaby AB | Visit Umeå AB | Real Rail AB | Green Cargo | Hector Rail | Tourism Board of Västerbotten | Freja Transport and Logistics | Schenker Oy | Oy Aha Logistics Ltd | Blå Vägen | Gasum | Oy Backman-Trummer Ab | Ab Wasa Logistics ltd Oy | The Swedish Transport Agency | The Swedish Transport Administration
REFEC
2 port authorities 1 town (municipality) 1 research institute (university) 1 regional development agency (owned by local municipalities)
RUMOBIL
regional public authority (5 partners), local public authority (1 partner), national infrastructure and (public) service provider (1 partner), regional infrastructure and (public) service provider (2 partner), higher education and research (2 partner), large enterprise (1 partner)
SubNodes
Regional and local public authorities Higher education and research Infrastructure and (public) service provider Regional development agency
TENTacle
Local, regional and national authorities, universities and associations. A TENTacle model for Multi-Level Governance was presented which might be also relevant for GoA 2.2
DESTI-SMART
The DESTI-SMART Partnership is consisting of the following project partners: 2 Regional Authorities: Sardinia, Mallorca 2 Development Agencies: Thessaloniki, Lake Balaton

2 Tourism Boards: Bremerhaven, Pafos 1 Local Authority: Hastings 1 Public Transport Operator: Funchal, Madeira 1 Association: Latvian Greenways 1 University: Bournemouth (advisory partner) The nature and the object of the DESTI-SMART Partnership reflects the administrative levels involved and the thematic sectors of the partners cooperating.
Hela Gröna Vägen (project Whole Green Road)
Both for Hela Gröna Vägen (project Whole Green Road) and Fossilfri Gränsregion 2030 (Fossil free border region 2030) At the municipalities the key cooperating persons have the following positions in the organisations: Political leaders, environment strategists/planners, Energy and climate strategists/planners, Procurement, Business developers, The ones responsible for the vehicle fleets At the companies and public and local organisations (such as energy companies, housing coorporations): CEO, Project leaders, Market managers, development managers. You can say that the administrative levels are higher at the companies and public and local organisations.
ChemMultimodal
Ministry of Economy, Science and Digitalisation Saxony-Anhalt, Regional public authority Ministry for Regional Development and Transport Saxony-Anhalt, Regional public authority isw Institute for Structural Policy and Economic Development, Higher education and research Otto-von-Guericky University Magdeburg, Higher education and research Polish Chamber of Chemical Industry, Business support organisation Usti Region, Regional public authority Association of Chemical Industry of the Czech Republic, Business support organisation Association of Chemical and Pharmaceutical Industry of the Slovak Republic, Business support organisation University of Applied Sciences Upper Austria, Higher education and research Public Benefit Non-Profit Ltd. for the Development of the Industry, Higher education and research Business Upper Austria - Plastic Cluster, Sectoral agency Province of Novara, Regional public authority SC Chemical Development, Business support organisation Warsaw School of Economics, Higher education and research
IT2Rail
This is already mentioned in section 1 of the survey. To see a full list of partners involved in the project please visit: http://www.it2rail.eu/Page.aspx?CAT=PARTNERS&IdPage=36a84100-d9dc-41cb-a6c5-1905e3bfc0a0
MAMBA
Administrative levels: • Municipalities • Regional / District Level • National authorities (to a limited extent) Thematic sectors: • Welfare organisation • Transport companies • NGO's (e.g. Village Associations)

• Research Institutes
E12 Atlantica BA3NET
Partners have been International, national, regional and local actors related to strategic transport planning or decision making…

Main deliverables of your project, incl. those in a testing, demonstration or deployment stage
CONNECT2CE
Main deliverables are Territorial needs assessments: https://www.interreg-central.eu/Content.Node/Teritorial-Need-Assessments.zip Transnational tool: https://ec.europa.eu/eusurvey/runner/CONNECT2CE_Transnational_tool 8 pilot activities were also implemented: PA1 Train connection between Trieste and Villach (IT-AT) – new service (extension to Trieste of an existing CB service linking Villach AT to Udine IT) PA2 Cross-border PSO between HR and SI (study) PA3 Timetable harmonization between HU and AT (study) PA4 Cross-border bus services between AT and HU (study) PA5 Cross-border connections between DE and PL (Study) PA6 Cross-border integrated ticket Ljubljana-Trieste (IT-SI) (pilot activity managed by CEI in cooperation with PP10 and bus operator in the city of Trieste https://youtu.be/_qfp5Ms33Ts PA7 Tariff and informative integration in Pilsen region (pilot activity on ICT https://www.poved.cz/cz/tarifni-poradce/ https://www.qap.cz/object/na-cestovani-po-kraji-mohou-lide-usetrit-poradi-jim-nova-aplikace-tarifni-poradce-105722) PA8 Integrated multi-language and multimodal information-system in Western Hungary (pilot activity – small investments for upgrading information systems and installation of monitors at cross border stations informing passengers on the available intermodal PT solutions)
e-MONOPOLI
Regional Action Plans. In this period we are in the elaboration of the preliminary Regional Action plans. No pilot actions are planned in the project.
HyTrEc2
Main deliverables are: • Number of hydrogen vehicles retrofitted/ deployed and tested Related to this publication of vehicle test result and operational efficiency improvements and a hydrogen transport rules and standards in the North Sea Region report Deployment, demonstration and testing stage underway. Analysis and production of initial findings due end of 2020. • Projects deploying green hydrogen from wind and solar power (one of each, and business cases) Related to this the business case and economic modelling for green hydrogen production and a distribution of hydrogen in isolated regions report Deployment and demonstration of one project underway. One about to commence. Two at business case stage. Analysis and delivery of initial findings due to commence Summer 2020. • Development of Supply Chain and Training modules Related to this the development of a supply chain map of hydrogen in the North Sea Region, transnational

business to business meetings and training modules. Phase 1 supply chain map of NSR delivered. Repeated at end of project. Business to business meetings exceeded. Training modules under development and at initial stage of deployment.
Interconnect
The main deliverables are in process and will be presented in end of the project (spring 2020). They will consist of: • On common publication (future transport catalogue) presenting proposals for sustainable technological and non-technological solutions for better regional and cross-border public transport services. • Set of new/enhanced methods, services and products for no-car passengers designed and tested in regional and cross-border travels both in and between the SB partner areas • Guidelines on multi-level governance for public transport in the South Baltic area. New e-ticket system is undergoing testing in Klaipeda area – however this is not considered first-mile area. Situation with pilot cases in Pomeranian region in Poland and Rostock in Germany is well on their way in the project but they are both on a TEN-T corridor and not considered a first mile area. A one ticket solution involving partners Region Blekinge and Innobaltica (Pomorskie Region) and associated partner Stena Line, is undergoing development and it is not tested yet. Due to new e-ticket system in Blekinge and changes in Stena Line it is not possible to launch for testing yet. This solution is however an example of first mile access.
MABA II
Following main measures were carried out: • investigation about the Kvarken ports' TEN-T status and Core links • status analysis • in-depth impact analysis • analysis of the final ferry design, capacity etc. • investigation about alternative financing options • support materials for decision-making concerning investments by both the municipalities and governments and the European Investment Bank • analysis of the previous CEF application • interest-representation and discussions with relevant national and EU-level authorities • tender documentation for the ferry and ports • etc. The background material produced has resulted in several investment decisions; investments in ports reaching 21MEUR and the decision of procuring a new ferry to a value of 121MEUR Please read more detailed information in attached final report (English version will be sent to you later this week)
REFEC
Cargo potential analysis produced already Port planning (masterplans, specific plans) - ongoing Impact analysis (socio-economic, environmental) once the corridor is operational (i.e. if the ferry connection is realised) – not yet realised
RUMOBIL
The project was separated in 2 main work packages (WP). In the first WP, a transnational RUMOBIL strategy was elaborated based on analysed good practises, learning from RUMOBIL pilots (second WP), and state-of-the-art technologies. A decision-making process by the legal representatives of the involved partner territories was leading to an implementation of the RUMOBIL strategy through improved transport strategies and plans. Hence, the project work is mainstreamed in the partner territories. In the second WP, innovative approaches for public transport in peripheral areas have been experimented. 1. Piloting new services to better connect rural areas

Saxony-Anhalt (D): Citizen-Bus: new bus service operated by the local municipality and civil society

South Bohemia Region (CZ): new bus service to link peripheral towns (dial-a-ride, midi-buses)

Croatian Rail Service (HR): new rail service to link rural areas and tourism points of interest

2. Piloting the improvement of access points to national and EU transport networks

Mazovien (PL): Equipment of trains operating in the rural areas with GPS and provide real time data via App

Modena region (IT): develop and test a new software allowing to better direct on-demand bus services

3. Piloting the improvement of access points to national and EU transport networks

Zilina region (SK): investment project aiming to enhance a rural town's train station to a multimodal transport hub

Nagykallo (HU): investment project to improve the quality of bus stations to attract more transport users

All pilots have been successfully tested in the regions.

SubNodes

SubNodes Strategy: elaboration of a joint strategy for the development of subnodes, which lays ground to turn selected medium-sized cities into attractive intermodal secondary transport hubs. The strategy is being tested by the pilot actions.

Pilot Actions: practical experimentations in the participating regions shall make innovative improvements of public transport tangible and visible to people. Pilot actions shall therefore be implemented in the partner regions to demonstrate the willingness of transport authorities to mitigate the situation and make travelling for passengers quicker, more seamless, more reliable or comfortable. All pilot actions are in demonstration stage.

Action Plans: The conceptual basis of the strategy together with the practical test of actions during the pilot phase is translated to regional action plans which will implement actions to overcome urgent bottlenecks and make public transport more attractive. All action plans are in stage of establishment.

TENTacle

The project, apart from macroregional analyses, contained nine pilot cases (showcases), displaying a variety of context-related opportunities to reap core network corridor gains in diverse geographical locations. Among these were:

- Corridor node and transit areas: Fehmarnbelt Fixed Link (DE/DK), Westpomerania – Skåne (PL/SE), Gdynia transport node (PL)
- Corridor catchment areas: Blekinge (SE), Vidzeme (LV)
- Corridor void areas: Central Scandinavia borderland (SE/NO), Lahti - North Karelia (FI)
- Corridor extension areas: Catching the goods transports from the northern areas to CNCs (logistics hub function of the Örebro region), Interactions between the CNCs and transport networks of the EU Eastern Partnership countries.

All pilot cases delivered their outputs which are available on the project webpage: http://www.tentacle.eu/downloads/

As for the relevance of First mile areas 4 cases are important to highlight:

Blekinge (SE), Vidzeme (LV), Central Scandinavia borderland (SE/NO) and Lahti – North Karelia (FI) which all triggered a long-lasting strategic process at the organizational level, with a high durability and institutional memory potential. Outputs were made in form of political papers, regional mobility and action plans.

We especially want to highlight Vidzeme Regional Mobility Investment Plan 2030 which will be used for investment planning activities by local municipalities and businesses in Vidzeme area. It will also be referential for national transport authorities, as its recommendations are expected to be integrated in the national transport planning documents.

DESTI-SMART

Within the project and, more specifically, within the next semesters, will be developed 6 Feasibility Studies for Low-Carbon Mobility Options & Transport Systems, Accessibility provision, Intermodality improvements and Cycling/ Walking facilities at partner destinations and 9 Action Plans.

However, and following the project schedule, as mentioned above, their development is planned for the next semesters, therefore, they have not gone into a testing, demonstration or deployment stage yet.

Hela Gröna Vägen (project Whole Green Road)
Several new public gas stations for CBG 1000 new charging points, including several new fast charger A substantial increase of number of EVs and Gas vehicles in the municipalities vehicle fleets. Establishment of nationally funded projects in Norway; test of fossil free machines, lending electric bikes at libraries, advisor for fossil free public procurement. These, and a project to repair children's bikes and increase knowledge about safe bicycling for school children, have been included in the new project Fossil free border region.
ChemMultimodal
Tool for promotion of modal shift of chemical goods from road to multimodal transport Pilot Projects for the testing of tool for promotion of modal shift of chemical goods from road to multimodal transport Strategy for promotion of multimodal transport of chemical goods Action Plan for the promotion of multimodal transport of chemical goods
IT2Rail
All the public deliverables of the project can be found here: http://www.it2rail.eu/Page.aspx?CAT=DELIVERABLES&IdPage=ea7a7af8-9a2b-40d6-bffc-a6effc30a9b9 Most of the components developed by the project have gone into testing and demonstration stage.
MAMBA
Nine successfully operating Mobility Centres and Mobility Pilots Documents to support capacity building (e.g. "Manual for self-organised mobility", policy recommendations, database of successful rural mobility solutions, …)
E12 Atlantica BA3NET
Since most of the results are papers or reports they have been delivered to the partnership. The main deliverable would be the report named: "Infrastructure planning at cross-border transport projects in the Nordic".

Absorption of work outcomes in the target groups. Specific interest
CONNECT2CE
Target groups were mainly involved in the piloting activities (planning, results, …) and – based on the experience gained - in the preparation of the regional strategies.
e-MONOPOLI
They have been interested mainly in new measures and projects, such as call for proposal/funds, for the promotion of e-mobility thanks to the policy instrument improvements.
HyTrEc2
The overriding outcome of HyTrEc2 is to increase hydrogen vehicle technology deployment in the North Sea Region. This by necessity requires our target groups to engage in the hydrogen sector supply chain – whether through adopting

new vehicles or being involved in the deployment and retrofitting of green hydrogen or those vehicles or attending an event. All are interested in how they can get involved – and the opportunities available.
Interconnect
As for the ferry operator there is a larger interest in Stena Line since they have free capacity for passengers. Other ferry operators are more focused on car/trailer transport and don't see foot passengers as their target group. There is a large interest for the progress made in the pilot cases from neighbouring regions and municipalities. Also EU organisations like Interact have shown a large interest in the project and outputs.
MABA II
Fully absorbed in our main target groups city of Vaasa, Municipality of Umeå, NLC Ferry, Kvarken Link and both ports in Umeå and Vaasa (Kvarken Ports). These have been particularly interested in financial and juridical analyses. Please read more details in the attached MABA II final report.
REFEC
We have contacted the target group (transport and forwarding companies) for cargo potential analysis in the form of interviews, surveys and workshop. The next step is shipping companies.
RUMOBIL
Target groups were involved in the preparation and implementation of the RUMOBIL pilots. In most cases, RUMOBIL partners only assisted in the pilots, but target groups were crucial to launch the projects and prolong them beyond the projects lifetime. At the local level, target groups are mostly interested on outcomes at the local level. International partnership and work is often not interesting to them.
SubNodes
Outcomes will be available by summer 2020.
TENTacle
The interest has been large in both Regional, National and European level. The work on a macroregional level has been of especially high interest.
DESTI-SMART
Up to now, and following the project schedule again, the work outcomes, at least on behalf of the destination of Thessaloniki and particularly the Major Development Agency Thessaloniki (MDAT) SA, that is the Lead Partner of the project, that have been absorbed in the target groups, namely the Thessaloniki Local Stakeholders Group, within the 3rd LSG meeting that took place on the 18th of November 2019, are the analysis of the results of the questionnaire survey addressed to the mobility users (residents and visitors of Thessaloniki). An active discussion between the MDAT SA project team and the Local Stakeholders Group followed, demonstrating their strong interest of their interest on our findings on shifting the existing situation to efficient sustainable tourism and at the same time to promotion of low-carbon economy.
Hela Gröna Vägen (project Whole Green Road)
To a large extent in the municipalities. They have especially been interested in the physical infrastructure for charging and biogas. But the increase of knowledge by workshops and seminars have also been appreciated and valuable such as information regarding the vehicles (How to implement, how to purchase, how is the driving range etc.).
ChemMultimodal

ChemMultimodal has produced several outputs that are intented for long-term use and impacts. The elaborated tool-box can be used by any interested company or stakeholder of multimodal transport to analyse alternatives to road transportation of goods and to compare CO2 emissions of several transport means. Use of these tools aims at further advancing the awareness for the environmental impact of transport and aims at shifting attitudes to realise more multimodal transport. In action plans for each region or country participating in ChemMultimodal the further promotion of the tool-box and realisation of supporting offers towards chemical companies are governed. These action plans were elaborated together with stakeholders to ensure their realisastion in the longer term. The action plans also define responsibilities for future awareness raising and networking events addressing chemical industry and logistics service providers. As during the project lifetime, chemical companies of different sizes benefit from the project results which allow them to better understand the environmental footprint of the transport of chemical goods and to consider alternatives reducing CO2 emissions. With less cargo transported by truck on congested roads, the general public can appreciate less dangerous goods tranported by road as well as cleaner air. Public authorities on European, national and regional levels can benefit from the project consortium's learning and better understanding how multimodal transport advanced and which bottlenecks in the European rail infrastructure can be should receive priority to further expand multimodal transport potentials.
IT2Rail
As mentioned previously, the project was designed in such a way that the developments would feed into further Shift2Rail developments. Therefore by design there was an interest in absorbing all of the project outcomes and developing them further.
MAMBA
The project is ongoing and we are about to channel the outputs to the target groups. This process has not yet been evaluated
E12 Atlantica BA3NET
Through participation at workshops, reference groups and/or steering committee we would say that the target groups have absorbed the results to a big extent. There have been a specific interest from the regional actors in knowledge about the lack of cross-border infrastructure planning structures. From the national transport administration agencies there have been an interest in knowledge of the underlaying socio-economic decision support material out of a cross-border perspective.

Added value and durability
CONNECT2CE
Added value is high. Piloting activities were supported by regional authorities and have great potential in terms of follow ups after project closure. Services experimented in the project (among others Pilot Action 1 and PA6) will be probably confirmed even after project closure. Partners are also working on defining some roadmaps/toolboxes for implementing the same solutions in different areas.
e-MONOPOLI
The durability of the project results (mainly action plans) are guaranteed by the signatories of the action plans that commit themselves to implement and monitors actions declared into the action plan. The signatories are the policy instruments responsible, such as regional, national and local authorities.
HyTrEc2

Added value would exceed our current targets (output indicators). This includes organisations adopting hydrogen technologies as a result of being involved in a HyTrEc2 intervention/ event that is not related to the HyTrEc2 project. For instance, one major energy firm has now invested an eight-figure sum in hydrogen technology (not part of HyTrEc2) after attending a HyTrEc2 event. We consider this added value.
Interconnect
The added value is large, especially in Poland. The results form the basis for a larger investment in a ticket solution for the entire Pomorskie region. National and ERDF funds at a value of approximately 20 MEUR was approved.
MABA II
MABA II has been crucial for implementing the new ferry-line for the regions. MABA and MABA II projects de facto delivered supporting documents leading to the construction and commissioning of a new ferry and this must be considered as a historical result of Interreg projects These projects helped us to push the ferry project past the finish line.
REFEC
The results are most probably to be realised after the project (a new ferry service making the corridor operational)
RUMOBIL
Pilot actions have a high visibility in the regions and are therefore evaluated as having the highest value in the regions. In some cases the pilot projects will be continued by the regional governments. In Saxony-Anhalt, for example, the test phase of the bus services has been prolonged up to 3 years and it is planned to have some funds for other interested communities. As I have already mentioned, the results of the RUMOBIL strategy have been integrated in the PT strategies and plans of the involved partner territories.
SubNodes
It is envisaged to incorporate the SubNodes Strategy and the related implementation plans into the respective transport plans of the regions. This will ensure that project results have added value for the regions and results will sustain beyond the projects lifetime.
TENTacle
With focus on the 4 relevant pilot cases which are relevant for First mile areas, all of them had impact on the political level and strategies were developed on how to maximize the benefits of being in first mile area of the TEN-T. However, the term First mile areas were not a key issue in TENTacle where the areas were divided in terms of on the corridor, corridor catchment areas and more remote areas. With the definition developed in within BSR Access both the corridor catchment areas and more remote areas can be considered as First mile.
DESTI-SMART
On behalf of the Thessaloniki destination, the added value of the final outcomes to be developed and implemented on the following phases of the project is estimated to give important added value to the policy makers on the mobility and tourism sectors and there has already declared the interest of the relevant organisations: Municipalities of the Metropolitan Area of Thessaloniki, Thessaloniki Transport Authority, Public transportation operators, Thessaloniki Tourism Organization and other important public and private institutions and bodies activating at the wider area of Thessaloniki.
Hela Gröna Vägen (project Whole Green Road)
The project delivered a high value for the municipalities in terms of decreasing the greenhouse emissions from their vehicle fleets. The work behind building the infrastructure for EVs and Biogas was also valuable not only for the municipalities but also for the companies in the region and the society.

ChemMultimodal
The tool will be available and applicable after project end. The whole partnership will be owner of the output. National Chemical industry associations, regional chemical clusters or logistic networks use the tool to continue promotion of modal shift with their member companies to ensure sustainability. The pilot projects lead to recommendations for modal shift of participating chemical companies. These companies use these recommendations to implement direct actions for organising more multimodal transports. These transports might also continue to be organised via multimodal connections after project end. Possibly further actions for modal shift can be taken by these companies. Project results will be openly published. The joint strategy remains valid even after the end of the project and constitutes important strategic element in defining vision and objectives and priorities for future activities in the area of chemical logistics at national and regional level. Chemical industry associations or chemical clusters will continue to use strategy as guideline for future work. The partnership will be joint owner of the output.
IT2Rail
Please refer to previous answer.
MAMBA
Most of our local mobility and accessibility pilots will continue beyond the project lifetime. They build upon existing infrastructures and have a positive impact on community structures
E12 Atlantica BA3NET
[No feedback on this point received from the respondent]

Best practice

Key success factors for the project
CONNECT2CE
Positive Cooperation Balanced composition of partnership (research institutes, PT operators, organizations, regional authorities, ...) Clear definition of tasks and roles Constant monitoring
e-MONOPOLI
Active involvement of Stakeholders and exchange of experience among partners (i.e Good practices to be shared and transferred in different areas).
HyTrEc2
Key success factors are delivering our activities as stated and delivering our output indictors which are: • Number of new and/ or improved green transport solutions adopted • Number of enterprises participating in cross-border, transnational or interregional research projects • Number of research institutions participating in cross-border, transnational or interregional research projects • Number of organizations/ enterprises adopting new solutions by project end • Number of organizations/ enterprises informed about new solutions by project end

Interconnect
Key to success is to use modern technology to exchange information between different operators, for example timetables. More and more travel planning and information exchange programs are becoming available as freeware, making it easy for regions to collaborate.
MABA II
Municipal and regional support in Finland, Sweden and Norway, private companies and funding from both European Union TEN-T Call fund and Interreg Bothnia-Atlantica. See point 1.2
REFEC
Will to cooperate and share information.
RUMOBIL
We had a very good partnership structure, which covered many thematic areas, but also combined theoretical with practical inputs. The implementation of the pilot actions brought much positive feedback from the regions. It was also the most visible part of the project being presented in local, regional and even national press. Face-to-face meetings with the whole partnership were a key element to structure the work and create an inspiring and fruitful working atmosphere.
SubNodes
We will be able to answer this question in retrospect by summer 2020.
TENTacle
The optimum solutions for each pilot area were designed through an open stakeholder interaction process to help the various public and market sector players communicate, share goals and agree on best reckoning measures. By involving themselves in this process, the stakeholders became more aware of the CNC implementation and of implications that corridor infrastructure investments may bring for their own priorities and strategies. Working towards the joint deliverable and taking part in exchange activities between the corresponding pilot cases (cf. achievements described under the 'learning experience'), they gained ability to design and manage effective place-based policies, strategies, actions and logistics solutions profiting from the access to the CNCs.
DESTI-SMART
In previous interregional cooperation programmes several projects addressed the issues of sustainable mobility and sustainable tourism, but not in combination. Pressing issues are addressed, through interregional cooperation with innovations towards a low-carbon economy in EU destinations: A. Investments in and provision of low-carbon transport systems, with the needs of visitors explicitly taken into consideration, including internalisation and reduction of external costs of transport by mode shift to low-carbon travel solutions and E-Mobility. B. Interchange between long-distance travel and local transport services, including Intermodality facilities for visitors, multimodal connectivity improvements that would shift travel demand to low-carbon transport. C. Accessible tourism facilities for visitors with mobility difficulties (disabled, elderly, families with young children, etc). D. Cycling & Walking for Tourists, Cycling routes provision, Shared bikes, CycloTourism, integration of cycling in tourism mobility strategies, promoting 'Greenways'.
Hela Gröna Vägen (project Whole Green Road)

Personal meetings with the target groups and cooperating actors Communication – To communicate the results and success of the project. It is important to be seen and heard not only on social media but to also show the result by striping the cars and vehicles with symbols showing they are fossil free. The political commitment, the signed document 2014 saying all 39 municipalities will be fossil free by 2030 Integration of the political commitment into local and regional strategy documents in Østfold.
ChemMultimodal
The main success factor was the intense direct contact to the relevant stakeholders, especially chemical companies and logistic service providers.
IT2Rail
Partner collaboration and commitment. Even when difficulties arose, the partners were committed in delivering, especially due to the links that were to be established with subsequent projects.
MAMBA
Project contents: • Good networking of stakeholders • Pooling resources, creating synergies • Interdisciplinary and cross-sector cooperation Project as such: • Creating shared vision and identity • Project identity
E12 Atlantica BA3NET
I would say cooperation and actively involve financers and stakeholders in work processes.

Lessons learned. Drawbacks/pitfalls to avoid
CONNECT2CE
The most challenging aspect is about guaranteeing project results being uptake at international/EU level. Significant efforts have to be made from the early beginning in sharing the project topics with key stakeholders.
e-MONOPOLI
Long procedures and timelines in the cooperation process among Publica Administrations. A strict time plan is a very useful instrument to respect project deadlines.
HyTrEc2
Over ambition has been an issue with Partners believing they can deliver something within a project timescale and that future funding will become available to allow that to occur (i.e. the market will move faster than it has). For instance, one of our Partners wants to deliver a hydrogen refuelling station. In reality this is a hugely complex task and has to be appropriately project managed and delivered – not as an add on to an existing (teaching!) job. Relying on external factors such as an influx of public or private investment to deliver this (not funded 100% through the project) is

unfortunately unlikely and ideally, we should have designed HyTrEc2 to not have these major risks. Not having refuelling then affects how many vehicles can be deployed, etc. – affecting the partnerships targets and outputs.
Interconnect
The information must be available in different languages, as the example with the mobile application for Intercombi ticket show, it is not used by tourists when available only in German language.
MABA II
More personal resources should have been recruited. Better planning of procurements.
REFEC
-
RUMOBIL
The time period for the test phase of the pilot actions was rather short. It is difficult to evaluate a new service after half a year. However, due to projects lifetime it was not possible to postpone any deadline.
SubNodes
We will be able to answer this question in retrospect by summer 2020.
TENTacle
10 LESSONS LEARNED from TENTacle project regarding stakeholder involvement in the CNC implementation 1. Different perspectives make it happen (to the EU Coordinators) 2. Regional experiences can facilitate national planning (to the national planning authorities) 3. There is no such thing as one-size-fits-all (to project developers) 4. Design stakeholder-specific communication (to project developers) 5. Consider the limited resources of lighter-weight players (to project developers) 6. Extend reach to include the general public (to project developers) 7. Do not forget the low-hanging fruit (to project developers) 8. Provide sufficient time to cope with expected and unexpected delays (to project developers) 9. Ensure sufficient organisational and personal commitment (to project developers) 10. Get the right leader on board (to project developers)
DESTI-SMART
N/A
Hela Gröna Vägen (project Whole Green Road)
Time management regarding companies. Public organisations are easier to work with and the corporation with the private actors was more time consuming than expected. Sometimes information is not enough. For example, to have seminars of workshops as a method to educate. In some cases, the project needs to take more responsibility to make things happen inside the organisations of the target groups. Sometimes there is a need for the project to start and initially lead an actual case to reach the expected results. We can't rely on that municipalities or companies by them self will lead a change just because we arranged a workshop or seminar to educate them in a specific area.
ChemMultimodal

The event series “exchange of experiences with multimodal transport in the chemical industry” and also the regional stakeholder meeting were a fundamental help in drawing up the action plan. The exchange with the stakeholders of chemical logistics will continue to be fundamental for the development of strategies and funding programs on the part of politicians. Only in direct exchange the barriers in the access to multimodal traffic can be recognized and addressed. Looking at the joint strategy, it becomes clear that, although different levels of development in infrastructure in different regions, the challenges and approaches are still very similar. Multimodal transport must be economically successful in comparison to road transport. It is important to inform and promote possibilities and advantages of multimodal transport. It is crucial to promote the competitiveness for rail and multimodal transport, e.g. by lowering prices for track fees in order to ensure equal level playing field. The development and extension of rail infrastructure must be further strengthened in all countries, e.g. by developing funding guidelines for the development of infrastructure.

The main success factor was the intense direct contact to the relevant stakeholders, especially chemical companies and logistic service providers.

IT2Rail

The very first activities in the project ought to be those that enable and facilitate the completion of downstream tasks and deliverables. These include both Program Level and Project Level considerations, like Reusability and Enhanceability; the generation of guidelines for cases where contributions rely critically on access to significant background technology; the generation of document templates for specifications, ontology work at the level of terms and concepts related to each WP, reports and other documentary artefacts should be prioritised in line with requirements for initial deliverables, and, thereafter, always in advance of anticipated starts to activities for the production of later deliverables; the creation, distribution and allocation of roles and responsibilities, with regards to key processes required for deliverables involving interactive work between WPs and/or between partners within the WPs; the selection, project participant training, and initialisation/activation of appropriate tools enabling the management of interactive processes (e.g. multi-partner reviews), document versioning, access and updates.

An up-front analysis of the types of meetings required by the project is critical for ensuring respect of budget for travel: particularly distinguishing between processes requiring workshops, face to face decision meetings, regularly fixed conference and video calls, on-line forums etc. is strongly advised. Additionally, project management should undertake an analysis of the dependency between processes, and the resultant careful scheduling of appropriate meeting types, including the bundling of travel dependent meetings wherever possible in order to limit costs.

The project should take time to plan the allocation of test partners for unit testing purposes so as to maintain a principle of ‘independent testing’ by partners external to the developing company.

The integration procedure is defined by each partner for each component. This leads to several differences on the availability of each component. The complete integration relies on communication between partners for the availability of each component and the model definition of the interfaces between them. This approach led to problems related to the component availability resultant from a single environment deployment, also due to the lack of configurations on runtime for the travel companion app, when the endpoints for the services change the app itself stopped working until it was re-built with the new service configuration. If an integration strategy between all the partners was defined very early on, that could have led to a better availability of the overall IT2Rail platform.

Testing procedure, as integration, was designed in IT2Rail as a two-phase cycle. In the 1st phase of each cycle (being each cycle the C-REL, A-REL and F-REL), testing was performed at WP level, by the partners involved in the WP and in the development of components. In the 2nd phase, testing was performed at project level by WP7 leader, i.e. by personnel not involved in the development of the components being tested. WP7 tests focused on the integration of components developed in the WPs between each other. For it, WP1 to WP6 provided all necessary materials (API documentations and URLs, Data structure and format of input and output messages, Protocols and potential constraints such as NDA). As these tests were done by different entities/personnel that the ones that developed the components, the reliability of the results are much more valuable. This procedure is highly recommended for future projects, and even to be tested by entities external to the project, when possible. Stress tests for the web services deployed, and security tests where not conducted within WP7 test campaign. For projects in which the deployments are much near to the market (higher TRL) or involving real pilot testing, those aspects should also be carefully taken into account; As done in IT2Rail, it is highly recommended the existence of integration and testing leader, responsible for providing general guidelines, assuring alignment among WPs, and establishing and monitoring that the planning is met. It is also important to have test quality guidelines, established previously to the testing phase, in order to monitor the success of the tests.

Partners have used open source software in their developments, or as part of their background. This has not posed a restriction, neither any particular issue has been identified for the moment as a consequence of this. However, the

partners have identified possible situations in which the use of specific open source licenses could be an issue for the partners and for future exploitation of results by them. These are “not for commercial use “licenses and “copyleft”. Copyleft license imposes that any modifications on the open source code should be made public and released under similar terms. If the open source software is used as a component/library of the global system developed, and the source code is not modified, this should not affect the development and exploitation of results of the partners, which are not obliged to release the source code of their developments. Therefore, the use of Copyleft does not necessarily pose a problem, but in order to protect future developments within the IP4 programme, the members have decided to include the following specific clause in their agreements: The Partners may use open source software in the course of the Action and may use granted Background or Results with open source software. Nevertheless, in no way a Partner shall connect or otherwise use granted Background or Results with open source software in a manner that a harmful effect of the open source software licence terms arises, by way of example, but without limiting the generality of the foregoing, harmful effects arising from copy-left obligations or not for commercial use, or which imply the obligation to publish a new developed source code of Results or Background. The Partners shall/will inform each other about the used open source software and its licence terms.
MAMBA
Invest more energy into developing a common understanding of key concepts at the beginning of the project; clarify and identify key concepts early-on Clear communication rules Clear distribution of roles and responsibilities in the project
E12 Atlantica BA3NET
[No feedback on this point received from the respondent]

Replicability and usability of work outcomes/deliverables
CONNECT2CE
CONNECT2CE focuses in three main areas: Connectivity (PSOs/PSCs, harmonisation of multimodal timetables, regional and cross-border rail services), Integrated ticketing and tariff schemes (integration of regional and cross border multimodal tickets will be tested and implemented for the first time), Implementation of the most efficient and innovative ICT tools on info-mobility Knowledge gained during the project is replicable in other cross border areas. The transnational tools (one per topic) summarize the main topics analysed: https://www.interreg-central.eu/Content.Node/Transnational-tools.zip Following the successful implementation of Pilot activities, partners are now working on defining some abstract toolboxes/guidelines to implement innovative solutions in the three examined themes.
e-MONOPOLI
Not specific outputs but the overall methodology of the project, in particular all the structure of activities for the exchange of experience among partners and stakeholders.
HyTrEc2
Absolutely. We have produced supply chain maps so that organisations who currently work in manufacturing, energy, transport, oil and gas disciplines can see how they can move into the hydrogen market. We are producing training materials – to increase basic knowledge, safety and then detailed technical training on hydrogen deployment. We are

producing advice that helps organisations wanting to set up a hydrogen economy in their area who they can approach for vehicle retrofitting and potential 'risk areas' to be aware of.
Interconnect
Yes. Both technical systems and models for cooperation and governance are easy to replicate. This was showcased in a seminar in Elblag om 5th of September where municipalities from Warmia-Mazuria region was informed by the partnership in Interconnect by their progress.
MABA II
Yes, most likely.
REFEC
Basically, in broad terms, similar projects could be realised for creating port-to-port ferry service or other transport services/corridors.
RUMOBIL
Followers can use both outcomes, RUMOBIL strategy and pilots. Regarding the RUMOBIL strategy, other rural areas in Europe are invited to learn from the project and its results. Regarding the pilots, some partners have already started to expand the pilot results to other geographical areas. E.g., the new software to plan PT developed by aMo (Modena) is foreseen to be used in other territories around the main city. Croatian partners (HZ PP) will continue the project of touristic trains in the next year. Also other partners think about mainstreaming the pilots in their regions.
SubNodes
Since we are dealing with innovative approaches in public transport which shall demonstrate their effectiveness for the envisaged improvements of intermodal public transport all outcomes with respect to the regional framework conditions and some adaptations can be replicated.
TENTacle
The methodology is replicable to other regions in Europe affected by the TEN-T network.
DESTI-SMART
Up to now, and following the project schedule and activities, the only work outcome/ deliverable replicable is the Common Methodology developed for the Joint Survey with questionnaire survey investigating the travel behaviour in the nine destinations of the project aiming to sustainable low-carbon transport and responsible travel solutions, as established by the University of Bournemouth, as advisory partner of the DESTI-SMART Partnership. The Joint analysis of the Joint Survey among the nine destination is pending and it is foreseen to be elaborated also by the advisory partner.
Hela Gröna Vägen (project Whole Green Road)
Yes. There are no geographical or sectoral limitation for replicate the outcomes of the project.
ChemMultimodal
The tool itself is made publicly available on the internet in order to allow use of the tool by other interested organisations. There will be open access without any costs. Special focus is given to promote the use of tool in other chemical regions via the ECRN to ensure transferability, involving other CE regions in ET and DE as well as the rest of Europe (FR, NL, UK, BE, SP) The methodological approach of the tool can be transferred to other regions/countries outside of the partnership.

A report on the implementation of pilot projects is published to explain practical experiences with application of the tool for promotion of modal shift. On this basis other organisations / regions and countries can use the tool and implement similar pilot actions with the aim to promote modal shift. The strategy is published on the internet and distributed to other organisations. Special focus is given to promote the strategy in other chemical regions via the ECRN to ensure transferability, involving other CE regions as well as the rest of Europe. Also a cooperation with Cefic – European Chemical Industry Association – will be used to transfer strategy to other countries. Other organisation/ regions / countries are able to support the same strategy and implement activities on this basis. ChemMultimodal's main outputs are transferable to other regions and countries in Central Europe and beyond. This holds especially true for the project's tool-box to promote multimodal transport. The tools to calculate and compare CO2 emissions and to visualise transport connections cover the entire European continent given the fact that transport of chemical goods in most cases come from or go to destinations outside Central Europe, e.g. the main European harbours of Hamburg, Rotterdam and Antwerp. The consulting tool describing the approaches used to raise awareness and network chemical industry with logistics service providers can also be universally applied. Finally, the Transnational Strategy's recommendations already address decision-makers across Central Europe and can therefore be adopted by any institution aiming at promoting multimodal transport. Within the countries and regions already addressed by ChemMultimodal the elaborated action plans define how the sustainability of the project activities is to be ensured. The plans cover on one hand the continuation and further roll-out of the approaches successfully used in the project's pilot phase. On the other one, the plans show how national and regional transport and infrastructure development strategies need to be amended to level the playing field for multimodal transport and to enhance its competitiveness. The action plans furthermore define how foreseen future activities will be financed, and which institution has agreed to assume responsibility for these in the next years. For the promotion of political sustainability, hence the support for multimodal transport among key decision-makers, communication efforts such as 12 editions of the project newsletter, presentations at European and national events, submission of articles to network and scientific magazines and regular contact to key stakeholders were explored. Plus, the political sustainability is promoted through the need to curb CO2 emissions
IT2Rail
As mentioned before, all public deliverables are fully accessible in the following link: http://www.it2rail.eu/Page.aspx?CAT=DELIVERABLES&IdPage=ea7a7af8-9a2b-40d6-bffc-a6effc30a9b9
MAMBA
Our outputs are transferable.
E12 Atlantica BA3NET
The report ”Infrastructure planning at cross-border transport projects in the Nordic” is by its specificity a best practice in its field. Also, the results have gained interest at Nordic and European level. It could be said that the report describes why national borders constitute border barriers out of a transport system perspective and gives suggestions on how to manage the situation. Since national borders and national strategic planning of infrastructure are to be seen as border barriers in the Nordic, the results from above mentioned report could be used by other border regions as a starting point even if the knowledge doesn´t exactly relate to that specific country. The report's content is also well in line with EU's cohesion policy

Specific issues

Any specific aspects
CONNECT2CE
e-MONOPOLI
HyTrEc2
Interconnect
MABA II
Unique project, seldom this concrete results in Interreg-projects.
REFEC
RUMOBIL
Based on the results of the RUMOBIL project, our follow-up project YOUMOBIL has already started. For more information see: https://www.interreg-central.eu/Content.Node/YOUMOBIL.html
SubNodes
TENTacle
DESTI-SMART
We would like to raise the importance of the collaboration among the EU projects on transport and mobility themes, including interoperability. Therefore, we would to congratulate your efforts to bring together public and market sector stakeholders from various competence sectors and governance levels to capitalise on the good practice accumulated by the involved projects, and therefore, aspire to mobilise stakeholders to a more coherent, cross-sectoral and adaptive planning approach that would ensure a better access infrastructure to and an enhanced development of the TEN-T core network corridors as an agent for sustainable regional growth. In this direction, on behalf of the Major Development Agency Thessaloniki (MDAT) SA, we are looking forward to sharing your findings with us, and of course we hope to have the chance to develop a fruitful cooperation in the future.
Hela Gröna Vägen (project Whole Green Road)
It is important with continuity. In our case it has been a systematic way to work to initiate these projects (Infragreen, Whole Green Road, and now Fossil Free Border Region 2030) It is important to address and identify the roles of different actors and how they can collaborate.

The work across the Swedish and Norwegian border. In Norway that have the expertise and experience of with development and implementation of EVs and charging infrastructure, and in Fyrbodal we have the expertise of working with development and implementation of biogas vehicles and infrastructure for biogas.
ChemMultimodal
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IT2Rail
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MAMBA
Mobility is more than transport. Very often, social aspects linked to mobility are ignored or lost. Too often the focus is on “technocratic” aspects while neglecting social aspects – especially (but not only) in rural regions. Information and communication technology is not the solution to everything. Rural mobility projects require creativity and not “yet another app”. Working with and valorising existing resources in rural regions is often undervalued; these resources are often unused for developing adequate solutions.
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