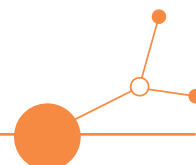
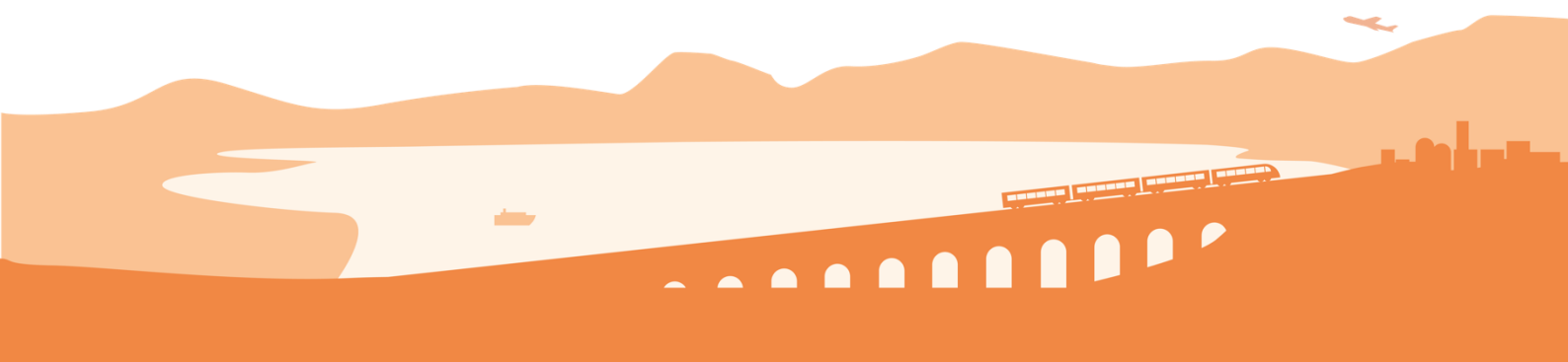


Transnational Strategy

D1.2.2 - Transnational Strategy on Improvement of Public Transport in Border Regions



Final
05 2025





TRANSNATIONAL STRATEGY

Executive Summary

The *Transnational Strategy on Improvement of Public Transport in Border Regions* is a joint strategic framework developed within the TRANS-BORDERS+ project. It aims to enhance cross-border mobility in two Central European pilot regions: Saxony-Liberec Region (DE/CZ) and Carinthia-Slovenia-Friuli Venezia Giulia (AT/SI/IT).

The strategy addresses key challenges related to fragmented services, outdated infrastructure, insufficient digital information systems, and limited accessibility in rural and peripheral areas. It follows a structured methodology and reflects a shared understanding of how to improve cross-border public transport sustainably and inclusively.

Four strategic priorities were identified:

1. **Modernising public transport infrastructure**
2. **Integrating digital passenger information services**
3. **Coordinating cross-border services**
4. **Enhancing accessibility and inclusion**

Each priority is supported by concrete measures that serve as a foundation for shaping the planned pilot actions (WP2/WP3) and the development of the two regional action plans. The strategy was validated by all project partners and provides a roadmap for implementation, transfer, and long-term cooperation beyond the project duration.

By aligning regional needs with transnational solutions, the strategy supports Interreg CENTRAL EUROPE's mission to improve connectivity in rural and peripheral areas—ensuring better public transport for all.





1. Introduction

The *Transnational Strategy on Improvement of Public Transport in Border Regions* is a key output of the TRANS-BORDERS+ project, funded under the Interreg CENTRAL EUROPE programme (Specific Objective SO3.1 - Improving transport connections of rural and peripheral regions). As Deliverable D.1.2.2, this strategy aims to provide a shared, action-oriented framework for improving cross-border mobility in two distinct pilot areas:

- the border region between **Saxony (Germany)** and **Liberec Region (Czech Republic)**,
- and the tri-national border region between **Carinthia (Austria)**, **Slovenia**, and **Friuli Venezia Giulia (Italy)**.

These regions are characterized by geographical and administrative complexity, diverse transport systems, and demographic and economic challenges. Public transport in these areas often suffers from **fragmented service networks**, **limited cross-border coordination**, and **poor digital integration**—particularly affecting rural communities and peripheral territories. At the same time, the growing demand for **sustainable**, **inclusive**, and **climate-friendly mobility** increases the urgency for coordinated solutions that go beyond national borders.

The strategy has been jointly developed by all 10 project partners across the five participating countries. It builds on a structured and participatory methodology (D.1.2.1), which included a multi-phase process:

- identification of key mobility challenges through partner-driven data collection,
- development of shared strategic priorities,
- formulation of practical and context-sensitive measures,
- and validation through partner consensus and stakeholder feedback.

The strategy is not a static document. It serves multiple purposes:

- It functions as a **joint reference framework** for improving accessibility and connectivity in the pilot regions.
- It informs the **regional action plans** (D.1.5.2), which will translate transnational priorities into place-based implementation.
- It provides orientation for the **pilot activities** under WP2 (digital journey planning) and WP3 (mobility infrastructure and cross-border services).
- It supports **knowledge transfer** to other Central European border regions facing similar mobility challenges.

Moreover, this strategy contributes to the **Interreg CENTRAL EUROPE result indicators** by strengthening institutional cooperation and enabling the joint uptake of strategies by regional and national actors. Through coordinated action, it aims to enhance the **functionality**, **visibility**, and **sustainability** of public transport systems in cross-border areas—ultimately fostering greater territorial cohesion and improving daily mobility for residents, commuters, and visitors alike.



2. Initial Situation in the Pilot Regions

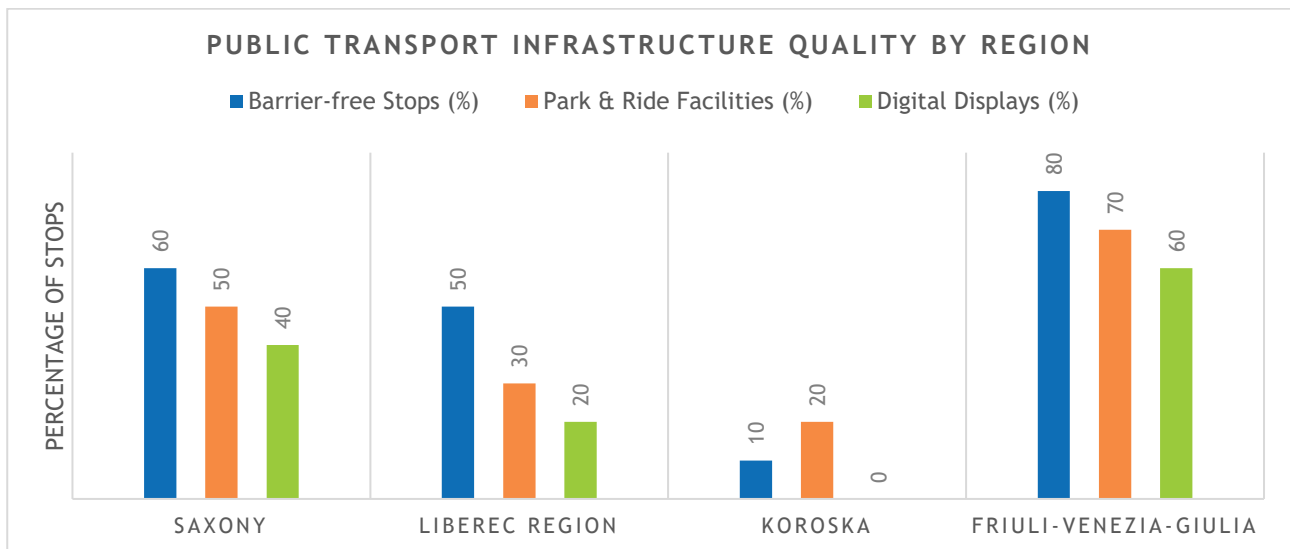
The TRANS-BORDERS+ project targets two cross-border areas in Central Europe:

- the German-Czech border region (Saxony-Liberec) and
- the tri-national border region (Carinthia-Slovenia-Friuli Venezia Giulia).

Both areas face structural challenges in public transport, including rural settlement patterns, fragmented services, and limited cross-border connectivity. Below, the initial situation is outlined based on data collected from project partners (Annex B).

2.1 Saxony-Liberec Region (DE/CZ)

- **Infrastructure:** Bus stops in Saxony vary significantly in quality, with some (e.g. Bautzen, Zittau) offering barrier-free access, park & ride facilities, and sufficient conditions, while others (e.g. Bischofswerda, Ebersbach) are in poor condition and lack amenities. In the Liberec region, bus stops range from basic (e.g. Mařenice) to modern (e.g. Hrádek nad Nisou, under reconstruction by October 2025). Intermodal connections exist at key railway stations (e.g. Görlitz, Hrádek nad Nisou), but bike-sharing is absent.
- **Digital Information:** Saxony provides real-time data for trains via www.bahn.de and www.zvon.de, but bus data is missing. The “MOOVEME” app supports ticketing. In Liberec, tools like www.idos.cz and the IDOLKA app offer real-time data for trains and buses, with plans to install QR codes at stops linking to timetable information.
- **Cross-Border Services:** In the pilot region Saxony-Liberec, two main cross-border public transport connections ensure regular service between Germany and the Czech Republic: the train line L7 (Liberec-Zittau-Varnsdorf/Seifhennersdorf/Rybniřtř) and the bus line 401 (Zittau-Hrádek nad Nisou-Liberec). Both are jointly coordinated by Czech and German partners, with integrated ticketing systems (IDL and ZVON) and harmonised timetables. In addition, the broader tri-border area (DE-CZ-PL) features several cross-border services relevant for regional connectivity. These include RE 1 (Dresden-Zgorzelec), RE 2 (Dresden-Liberec), and bus lines such as 691 (Hrádek-Bogatynia) and 831A (Zittau-Bogatynia-Opolno Zdrój), which support access to and from Poland. Timetable coordination across these services is generally effective, although temporary disruptions can occur during maintenance works. Planned developments include a new Leipzig-Kraków rail service (scheduled for December 2025) and an increased frequency on bus line 831A to better serve commuters in the Polish-Czech-German border triangle.
- **Challenges:** Key obstacles include inadequate infrastructure (e.g. 2.7 km rail section in Poland), lack of real-time bus data, and policy barriers, particularly in Poland, where funding for bus projects is limited. In the Czech Republic, a 7 km gap between Seifhennersdorf and Rumburk hinders connectivity.



2.2 Carinthia-Slovenia-Friuli Venezia Giulia (AT/SI/IT)

- **Infrastructure (Annex B, Form 2.1.1):** Friuli-Venezia-Giulia has well-connected mobility hubs (e.g. Trieste Centrale, Gorizia), with barrier-free access and park & ride facilities, but lacks bike-sharing. In Koroška, bus stops (e.g. Dravograd, Slovenj Gradec) are outdated, with no barrier-free access or digital displays. Dravograd serves as the only multimodal hub. A regional e-bike sharing system is under development.
- **Digital Information (Annex B, Form 2.1.2):** Friuli-Venezia-Giulia offers real-time data for trains and buses via www.trenitalia.com and www.mycicero.it, though separate platforms create complexity. Koroška lacks real-time data and digital displays, relying on the SiMO planner, which is nearing completion.
- **Cross-Border Services (Annex B, Form 2.1.3):** Friuli-Venezia-Giulia has seven rail connections (e.g. Trieste-Ljubljana, Gorizia-Nova Gorica) and five bus routes (e.g. Trieste-Koper, Gorizia-Nova Gorica). Koroška has one rail connection (Maribor-Bleiburg) and one seasonal bus route (Štrekna bus). No significant coordination issues exist, except during maintenance. A new bus line (Dravograd-St. Paul) is planned for 2025-2026.
- **Challenges (Annex B, Form 2.1.4):** In Slovenia, outdated infrastructure (e.g. manually operated rail lines) and lack of real-time data are major issues. Friuli-Venezia-Giulia faces limited direct rail connections (e.g. Trieste-Koper), single-track sections (e.g. Pontafelbahn), and uncoordinated ticketing systems with Slovenia and Austria.

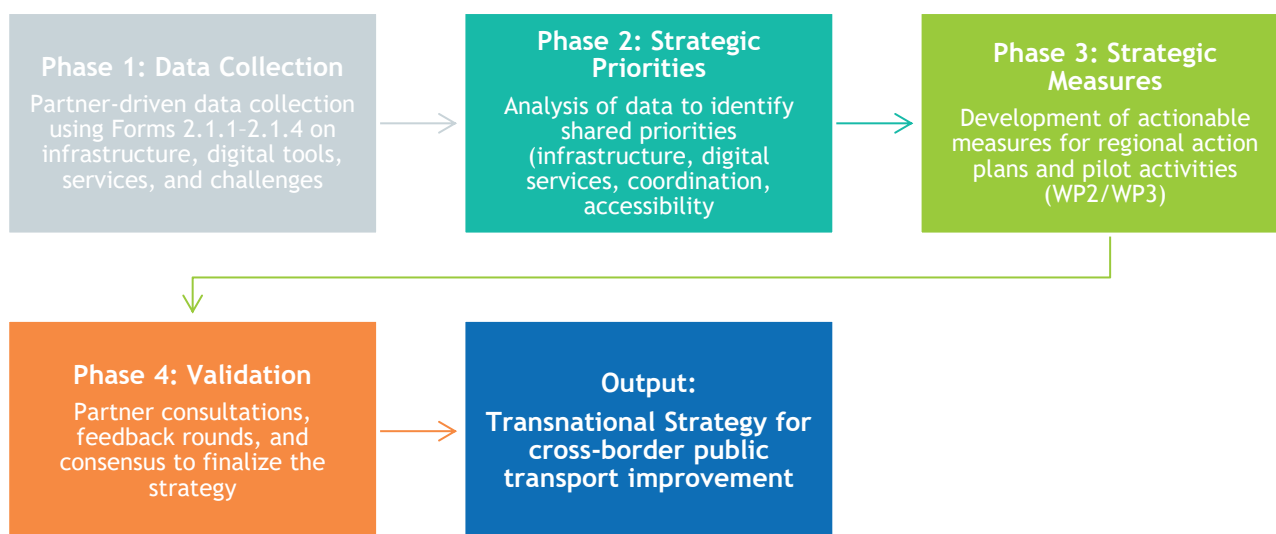
Both regions show potential for improvement through ongoing investments (e.g. mobility hubs, digital tools) and institutional cooperation, supported by past EU projects like TRANS-BORDERS and Interreg initiatives.



3. Methodological Approach

The development of this transnational strategy followed a structured, participatory methodology defined in Deliverable D.1.2.1 “*Strategy building methodology for the Transnational strategy*”. The process was designed to ensure that all project partners contribute their regional knowledge, thematic expertise, and practical insights in a coordinated and transparent manner.

Roadmap to Our Strategy



The methodology consisted of four main phases, implemented between April and May 2025, under the coordination of the Lead Partner and Work Package 1 leader:

Phase 1 - Data Collection and Problem Identification (April, 2025)

All project partners collected and shared data on key mobility aspects in their respective regions, using standardized templates (Annex B). The data focused on:

- the condition and equipment of public transport stops and intermodal hubs,
- the availability and quality of digital passenger information tools (e.g. journey planners, real-time data),
- existing cross-border bus and rail services and their coordination,
- and perceived challenges, gaps, and pending plans for improvement.

This structured approach ensured that both pilot regions were assessed on comparable grounds and that region-specific characteristics could be properly reflected.

Phase 2 - Identification of Strategic Priorities (May 1-10, 2025)

Based on the analysis of the collected data, project partners identified shared strategic priorities for improving cross-border public transport. These priorities addressed infrastructure, digital services, service



coordination, and accessibility. The goal was to define a common orientation that respects regional differences but supports aligned strategic action.

Phase 3 - Development of Strategic Measures (May 11-25, 2025)

Concrete and actionable measures were developed to respond to the identified priorities. These include both technical and organizational aspects, aiming at realistic, transnationally coordinated solutions. The measures were structured in thematic clusters and designed to feed into the regional action plans (WP1) and pilot actions (WP2 and WP3).

Phase 4 - Validation and Finalisation (May 25-31, 2025)

A final round of partner consultations ensured consensus on the proposed strategic content. Adjustments were made based on internal feedback, and the final structure of the strategy was validated collectively. This phase also ensured consistency with the broader goals of the TRANS-BORDERS+ project and the Interreg CENTRAL EUROPE programme.

Throughout all phases, the process was guided by key principles:

- **Inclusiveness:** All partners, regardless of regional size or capacity, contributed equally.
- **Evidence-based:** Decisions were based on concrete data and realistic conditions.
- **Coherence:** The strategy aligns with project objectives and feeds directly into implementation work packages and outputs.
- **Transferability:** The process and results are designed to be adaptable to other cross-border regions in Central Europe.

This methodical and cooperative approach ensures that the resulting strategy is both credible and actionable; and that it reflects a truly transnational consensus.



4. Strategic Priorities

The strategic priorities of the TRANS-BORDERS+ strategy were developed based on challenges identified in the pilot regions of Saxony-Liberec (DE/CZ) and Carinthia-Slovenia-Friuli Venezia Giulia (AT/SI/IT). These priorities modernizing infrastructure, integrating digital passenger information, coordinating cross-border services, and enhancing accessibility and inclusion address common needs while accounting for regional differences. They form the foundation for measures in Chapter 5 and regional action plans (D.1.5.2).

Priority 1: Modernising Public Transport Infrastructure

Many bus stops and mobility hubs in the pilot regions are outdated or lack essential amenities, such as barrier-free access (e.g. Koroška's Dravograd, Saxony's Bischofswerda) or intermodal facilities (e.g. no bike-sharing in Saxony or Friuli-Venezia-Giulia). In Liberec, ongoing reconstructions (e.g. Hrádek nad Nisou by October 2025) show progress, but disparities remain.

Strategic Objective: Upgrade bus stops and mobility hubs into modern, climate-resilient points with harmonised standards, including barrier-free access, park & ride, and multilingual signage, to support seamless cross-border travel.

Priority 2: Integration of Digital Passenger Information Services Digital systems vary widely, with real-time data often missing for buses (e.g. Saxony, Koroška) or fragmented across platforms (e.g. Trenitalia vs. SŽ in Friuli-Venezia-Giulia). Liberec's IDOLKA app and Koroška's SiMO planner show potential, but cross-border interoperability is limited.

Strategic Objective: Implement interoperable Open Journey Planning (OJP) tools to provide multilingual, real-time travel information and ticketing across borders, ensuring compatibility between regional systems like MOOVEME, IDOLKA, and SiMO.

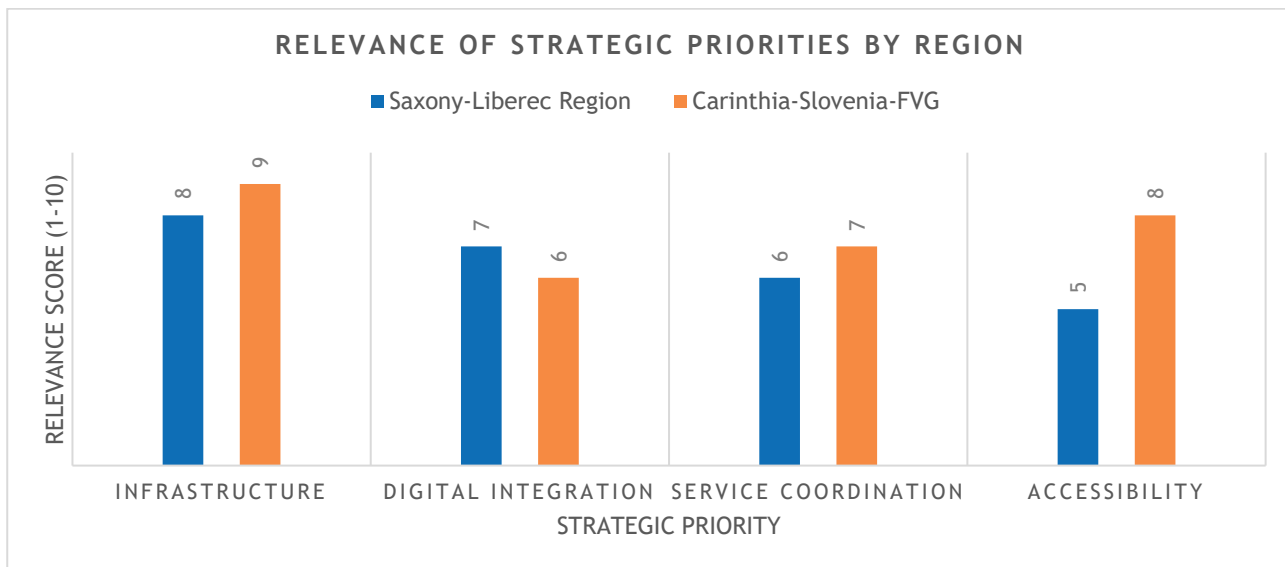
Priority 3: Coordination of Cross-Border Public Transport Services Cross-border services, such as RE 2 Dresden-Liberec or Trieste-Ljubljana, are established but face challenges like timetable misalignments during maintenance or regulatory barriers (e.g. Poland's funding limitations). Planned expansions (e.g. Leipzig-Kraków rail, Štrecna bus extension) highlight the need for coordination.

Strategic Objective: Enhance service coordination through harmonised timetables, integrated ticketing, and institutional dialogue to ensure reliable cross-border connections, building on successes like Liberec-Saxony rail coordination.

Priority 4: Enhancing Accessibility and Inclusion Vulnerable groups face physical barriers (e.g. non-barrier-free stops in Koroška), language issues (e.g. Friuli-Venezia-Giulia-Slovenia), or limited access in rural areas. Demand-responsive transport (DRT) or inclusive digital tools are underdeveloped.

Strategic Objective: Promote inclusive, user-centred mobility solutions, including barrier-free infrastructure, multilingual information, and DRT pilots, to ensure equitable access across borders.

The chart "Relevance of Strategic Priorities per Region" visualizes the importance of the four strategic priorities for Saxony-Liberec and Carinthia-Slovenia-Friuli Venezia Giulia. Based on Annex B data, it highlights regional needs, such as Koroška's infrastructure gaps and Saxony's digital deficits, guiding measures in Chapter 5.



This chart shows the relevance (1-10) of the chosen four priorities for Saxony-Liberec and Carinthia-Slovenia-FVG, based on Annex B data. Higher scores reflect greater needs, e.g. infrastructure in Slovenian Koroška, digital services in Saxony. These priorities balance infrastructure, digital, operational, and social dimensions, guiding pilot actions and regional action plans.

Challenges Addressed by Strategic Priorities per Region		
Priority	Saxony-Liberec region Challenges	Carinthia-Koroška-FVG Challenges
Infrastructure	Outdated stops; rail gaps	Outdated stops; single-track rail
Digital Services	No real-time bus data	No real-time data; platform gaps
Coordination	Policy barriers; timetable issues	Limited rail links
Accessibility	No bike-sharing; commuter barriers	Non-barrier-free stops



5. Strategic Measures

The following measures translate the strategic priorities into actionable steps for the pilot regions. They guide pilot activities (WP2/WP3) and regional action plans (D.1.5.2), ensuring scalability to other Central European border regions.

Measures under Priority 1: Modernising Public Transport Infrastructure

- Develop a modular blueprint for mobility points, adaptable to rural stops (e.g. Mařenice, Liberec) and intermodal hubs (e.g. Trieste Centrale). Pilot in Saxony (e.g. Bischofswerda upgrade) and Koroška (e.g. Dravograd hub).
- Launch investment plans for stop upgrades, using harmonised criteria (e.g. barrier-free access, lighting). Examples: Hrádek nad Nisou reconstruction (Liberec, by October 2025), ZVON funding guidelines (Saxony).
- Enhance accessibility with barrier-free designs and weather protection, targeting stops like Slovenj Gradec (Koroška) and Ebersbach (Saxony).
- Install multilingual signage at cross-border stops (e.g. Görlitz-Zgorzelec, Gorizia-Nova Gorica).
- Integrate digital components (e.g. real-time displays) at key hubs like Bautzen (Saxony) and Tarvisio (Friuli-Venezia-Giulia).

Measures under Priority 2: Digital Passenger Information

- Implement OJP tools for cross-border travel planning, linking systems like MOOVEME (Saxony), IDOLKA (Liberec), and SiMO (Koroška). Pilot in Friuli-Venezia Giulia to connect Trenitalia and SŽ platforms.
- Improve static (GTFS) and real-time data (RTPI) availability, especially for buses in Saxony and Koroška. Example: QR codes linking to www.iidol.cz in Liberec stops.
- Create a joint API framework for data exchange, enabling seamless ticketing across borders (e.g. MOOVEME-IDOLKA integration).
- Develop a bilingual web/app interface, building on www.idos.cz (Liberec) and www.trenitalia.com (Friuli-Venezia-Giulia).
- Promote digital tools via campaigns, targeting users in rural areas (e.g. Koroška, Saxony).

Measures under Priority 3: Cross-Border Service Coordination

- Establish a joint working group of transport authorities (e.g. ZVON, Liberecký kraj, SŽ) to align timetables and transfer points. Example: Coordinate RE 2 Dresden-Liberec with bus line 691 Hradek-Bogatynia.
- Pilot joint ticketing solutions, recognising regional passes (e.g. Saxony-Liberec IDOL system, Friuli-Venezia-Giulia-Slovenia).
- Develop agreements for new services, such as bus line 692 Frýdlant-Bogatynia (Liberec, January 2026) or Leipzig-Kraków rail (Saxony, December 2025).



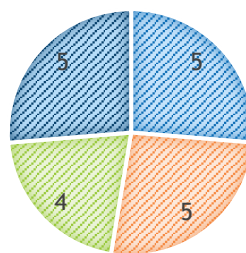
- Address legal barriers through recommendations, focusing on Poland’s funding issues and Slovenia’s regulatory gaps.

Measures under Priority 4: Accessibility and Inclusion

- Conduct stakeholder interviews to identify needs of vulnerable groups (e.g. elderly in Koroška, commuters in Saxony-Liberec region).
- Integrate inclusive design into stop upgrades (e.g. text-to-speech displays in Friuli-Venezia-Giulia, barrier-free access in Dravograd).
- Pilot DRT solutions in rural areas, such as Liberec’s remote stops or Koroška’s valleys.
- Provide multilingual information at key stops (e.g. Gorizia-Nova Gorica, Görlitz-Zgorzelec) and via apps (e.g. IDOLKA, SiMO).
- Engage communities in co-design, building on past projects like TRANS-BORDERS (e.g. bus line 691).

DISTRIBUTION OF STRATEGIC MEASURES BY PRIORITY

■ Infrastructure ■ Digital Integration ■ Service Coordination ■ Accessibility



These measures are realistic, scalable, and tailored to regional contexts, ensuring alignment with ongoing investments and institutional frameworks.



6. Validation & Next Steps

The strategic priorities and measures outlined in this document are the result of a **structured, partner-driven development process** and have been validated through internal feedback loops, working group discussions, and consensus-building activities within the TRANS-BORDERS+ consortium.

Validation Process

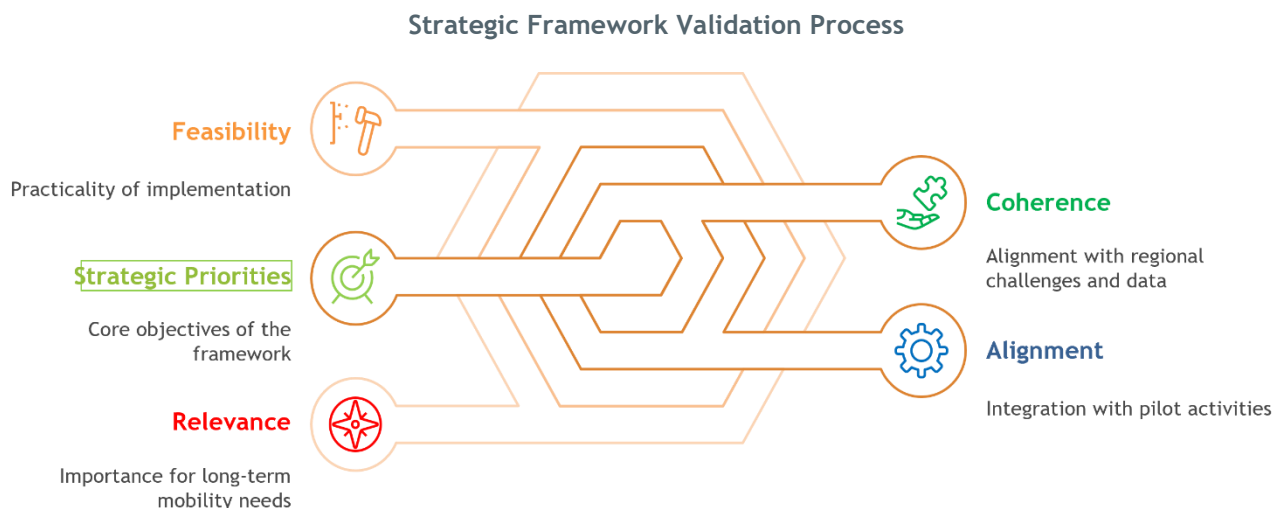
During the final phase of the methodology (May 2025), all project partners jointly reviewed the draft strategic framework to ensure:

- **Coherence** with the identified regional challenges and collected data,
- **Alignment** with the planned pilot activities in WP2 (digital travel information) and WP3 (infrastructure and services),
- **Feasibility** in terms of legal, technical, and institutional implementation,
- and **relevance** for the long-term mobility needs of both pilot regions.

This process included:

- bilateral consultations between regional partners,
- written feedback rounds on proposed measures,
- and online partner meetings for joint validation.

Where necessary, adjustments were made to ensure flexibility across regions while maintaining a strong transnational logic.



Next Steps: From Strategy to Action

With this strategy validated and finalised, the next phase of the TRANS-BORDERS+ project focuses on **practical implementation and regional adaptation**.

a) Integration into Regional Action Plans

The defined measures will serve as input for the development of two detailed *Regional Action Plans* (Deliverable D.1.5.2), one for each pilot area:



- Saxony-Liberec (DE/CZ)
- Carinthia-Slovenia-Friuli Venezia Giulia (AT/SI/IT)

These plans will translate the strategy into **place-based investment paths**, identifying concrete locations, partners, timelines, and funding opportunities.

b) Implementation through Pilot Activities

The strategy also provides a guiding framework for the **pilot actions**:

- WP2 will implement improved cross-border travel information systems using OJP solutions.
- WP3 will focus on modernising selected public transport stops and testing new cross-border services.

Both work packages will directly apply the strategic principles, allowing real-world validation and refinement of proposed solutions.

c) Dissemination and Transfer

Beyond the pilot areas, the strategy will be shared with:

- other border regions in Central Europe,
- stakeholders from regional and national levels,
- and relevant policy platforms through the project's communication activities.

The TRANS-BORDERS+ partnership will encourage **knowledge exchange** and promote the **transferability** of the strategy's approach to similar cross-border contexts.



Annex



Annex A: List of Project Partners

1. Saxon State Ministry for Infrastructure and Regional Development (DE) - Lead Partner
2. Transport Association Upper Lusatia-Lower Silesia (DE)
3. KORID LK (CZ)
4. RDA Koroška - Regional Development Agency (SI)
5. Transport Association Carinthia (AT)
6. Soča Valley Development Centre (SI)
7. Office of the Carinthian Government - Dept. of Economy, Tourism and Mobility (AT)
8. Autonomous Region Friuli Venezia Giulia (IT)
9. AustriaTech (AT)
10. Ministry of Infrastructure, Republic of Slovenia (SI)



Annex B: Methodology Forms Used

- **Form 2.1.1:** Infrastructure and mobility points
- **Form 2.1.2:** Digital passenger information and OJP readiness
- **Form 2.1.3:** Cross-border service coordination
- **Form 2.1.4:** Accessibility and inclusion



Form 2.1.1 Public Transport Infrastructure

Project region		Saxony (Lower Silesia/ Upper Lusatia)				
What is the current state of bus stops and mobility hubs?	The standard of the bus stops is different, a complete list is available for train as well as for bus stops under: https://www.zvon.de/de/informationen-zu-haltestellen . In addition there is a draft how to extend the quality of bus stops to find in the web under https://www.landkreis-bautzen.de/download/Gesundheitsamt/Haltestellenleitfaden_Kurzfassung_September_2024.pdf Since 2024, ZVON has had its own funding guidelines for investment measures					
Are there existing intermodal connections?	Yes. This are mainly the relevant bigger railway stations with connections to important bus lines					
Region / main bus stops	equipment of the stop					
		barrier free	park&ride	car sharing	ticket office	condition of the stop
Landkreis Bautzen	Bautzen, Bahnhof	yes	yes	yes	yes	good
	Bischofswerda, Bahnhof	no	yes	no	no	poor
	Wilthen, Bahnhof	yes	yes	no	no	poor
Landkreis Görlitz	Görlitz, ZOB	no	no	yes	yes	moderate
	Ebersbach, Bahnhof	yes	yes	no	no	poor
	Horka, Bahnhof	no	yes	no	no	poor
	Löbau, Bahnhof	yes	yes	no	no	moderate
	Niesky, Bahnhof	yes	yes	yes	no	moderate
	Weißwasser, Bahnhof	yes	yes	no	yes	moderate
	Zittau, ZOB	yes	yes	no	yes	good
no offers in the region at the stations for bike-sharing						
planned infrastructure measures	nactually no measures planned					

Project region		Friuli-Venezia-Giulia				
What is the current state of bus stops and mobility hubs?	Tarvisio: The railway station and the bus hub are closely connected, allowing travelers to easily switch between train and bus (e.g., from Villach to Udine). Gorizia: The railway station and the bus hub are well connected, particularly through the new regional train connections and bus lines established as part of the European Capital of Culture 2025 initiative (e.g., to Nova Gorica). Trieste: Trieste Centrale and the bus terminal are excellently connected, with short distances between train and bus services.					
Are there existing intermodal connections?	Tarvisio: The railway station (Tarvisio Boscoverde) connects directly to the nearby bus hub, enabling seamless transfers for travelers heading to Villach (Austria) by train or continuing to Udine by bus. Gorizia: The railway station (Gorizia Centrale) links to the bus hub with frequent cross-border bus services to Nova Gorica (Slovenia), enhanced by new regional train connections introduced for the European Capital of Culture 2025.					
Region / main bus stops	equipment of the stop					
		barrier free	park&ride	car sharing	ticket office	condition of the stop
Tarvisio	Railway station	yes	yes	no	yes	good
	Bus intermodal hub	no	yes	no	yes	good
Gorizia	Railway station	yes	yes	no	yes	good
	Bus intermodal hub	no	yes	no	yes	good
no offers in the region at the stations for bike-sharing						
planned infrastructure measures	actually no measures planned					



Project region	Koroška					
What is the current state of bus stops and mobility hubs?	The development of public passenger transport in Slovenia has stagnated over the past decades, which is also reflected in the infrastructure of bus stations and stops. There has been no investment in the infrastructure of major bus stations beyond essential maintenance work, and bus stops are renovated occasionally during road repairs or other projects. There are no established guidelines regarding the design and equipment of bus stops. The newly established public passenger transport management company (DUJPP) is now also laying new strategic foundations in this area, as it has allocated personnel this year who will pay special attention to station infrastructure. The Koroška Regional Mobility Center is also making its contribution with a comprehensive inventory of station infrastructure. It is expected that all station infrastructure will be inventoried within one year.					
Are there existing intermodal connections?	The only genuine multimodal hub in the Koroška region is located in Dravograd, where the three main valleys and all major transport flows intersect. Additional potential for the development of an intermodal hub exists in Ravne na Koroškem, as well as in Slovenj Gradec with the forthcoming highway, although the latter lacks a railway connection.					
Region / main bus stops		equipment of the stop				
		barrier free	park&ride	car sharing	ticket office	condition of the stop
Savinjska region (SI)	Velenje, main bus stop	yes	no	no	yes	good
Koroška region (SI)	Mislinja, main bus stop	no	no	no	no	poor
	Slovenj Gradec, main bus stop	no	no	no	yes	poor
	Dravograd, main bus stop	no	no	no	no	poor
	Ravne na Koroškem, main bus stop	no	no	no	no	poor
Carinthia (AT)	Lavamünd, bus stop at Badesee (final station for Štrekna bus)	yes	yes	no	no	good
	Bleiburg, bus stop (final station of newly planned C-B PPT service Geopark bus (part of Connect2tourism project, 2025)					
no offers in the region at the stations for bike-sharing						
planned infrastructure measures	The Koroška region is in the process of developing a regional public e-bike sharing system, with the bikes strategically placed at or near major bus stations. More info: https://rra-koroska.si/projekti/regijski-sistem-izposoje-e-koles Significant progress in improving accessibility towards central Slovenia will also come with the completion of the highway to Velenje, which is planned around the year 2030.					



Project region	Liberec region					
What is the current state of bus stops and mobility hubs?	In general, for the whole Liberec region The state of bus stops varies from points with no infrastructure except a road sign to fully equipped stops with a platform, shelters, digital information, etc. Bus stops and Mobility hubs are being upgraded continually. Most of the time, this upgrade is accompanied by road and sidewalk reconstruction. Mobility hub has running EU funding					
Are there existing intermodal connections?	Yes, there is a connection between buses and trains in Hrádek nad Nisou, Jablonné v Podještědí and Raspenava, žel.st. The other points have a connection to individual bikes and pedestrian traffic in all other cases.					
Region / main bus stops	equipment of the stop					condition of the stop
	barrier free	park&ride	car sharing	ticket office		
Liberecký kraj (CZ)	Mařnice,Dolní Světlá	no	no	no	no	poor
	Krompach,kostel	particularity	yes	no	no	poor
	Mařnice,prodejna	no	no	no	no	poor
	Jablonné v Podještědí,žel.st.	no	yes	no	no	poor
	Jablonné v Podještědí,Petrovice	yes	yes	no	no	good
	Hrádek n.Nisou,aut.nádr.	yes (10/2025)	yes (10/2025)	no	no	good (10/2025)
	Dětřichov	particularity	no	no	no	moderate
	Habartice,st.hr.	no	no	no	no	poor
	Frydlant,aut.nádr.	yes	no	no	no	good
	Raspenava,žel.st.	yes	no	no	no	moderate
	Nové Město p.Smrkem,nám.	particularity	no	no	no	moderate
Powiat Zgorzelecki (PL)	Hejnice,aut.st.	no	no	no	no	moderate
	Bogatynia,Lidl	no	no	no	no	moderate
	Bogatynia,Liceum	no	no	no	no	moderate
	Zawidów	no	no	no	no	moderate
Zgorzelec,Armii Krajowej	no	no	no	no	moderate	
Bike sharing	There is no offer of bike sharing so far on this bus-stops.					
Planned infrastructure measures	Hrádek n.Nisou,aut.nádr. is undergoing reconstruction together with the train station and will be finished 10/2025.					

Project region	Carinthia					
What is the current state of bus stops and mobility hubs?	The standard of the bus stops is very different. We have guidelines for developing bus stops to mobility hubs. This is an ongoing process... In the End there should be on mobility hub per municipality.					
Are there existing intermodal connections?	Yes. This are mainly the relevant bigger railway stations with connections to important bus lines					
Region / main bus stops	equipment of the stop					condition of the stop
	barrier free	park&ride	car sharing	ticket office		
Carinthia	Arnoldstein Bahnhof	yes	yes	no	no	good
	Villach Warmbad Bahnhofstelle	yes	yes	no	no	poor
	Faak am See Bahnhof	yes	yes	no	no	good
	Ferlach Sparkassenplatz	yes	yes	no	no	good
	Ledenitzen Bahnhofstelle	yes	yes	no	no	good
	Weizelsdorf Bahnhof	yes	yes	no	no	good
	Kühnsdorf-Klopeiner See Bahnhof	yes	yes	no	no	good
	Bleiburg Bahnhof	yes	yes	no	yes	moderate
	Bahnhof Lavanttal	yes	no	no	no	moderate
	St. Paul im Lavanttal Markt	yes	no	no	no	moderate
	St. Kanzian am Klopeiner See Ortsmitte	yes	no	no	no	moderate
no offers in the region at the stations for bike-sharing						
planned infrastructure measures	actually no measures planned					



Form 2.1.2: Digital passenger information and OJP readiness

Project region	Saxony (Lower Silesia / Upper Lusatia)
What journey planning tools exist?	- websites www.bahn.de and www.zvon.de - additional app "MOOVEME" for county of Saxonia
Are real-time data and ticketing services available?	yes
Region	ZVON (districts of Bautzen and Görlitz)
Available Digital Systems	- real time data available for trains only - ticketing services via "MOOVEME" and DB-Navigator In addition website www.zvon.de offers departure boards ("Abfahrtsmonitor") for railway stations and bus stops in the ZVON-region, website www.bahn.de offers an additional link to www.bahnhof.de with further information about departures, arrivals, facilities, maps.
Accuracy of Information	Partial, in particular real time data for busses are missing
Planned Upgrades	no remarks

Project region	Friuli-Venzia-Giulia
What journey planning tools exist?	- websites www.trenitalia.com/en.html (train) - app www.mycicero.it/tpfvg-go/TPWebPortal/it (bus)
Are real-time data and ticketing services available?	yes
Region	Friuli Venezia Giulia (IT)
Available Digital Systems	- real time data available for trains & bus - ticketing services via www.trenitalia.com/en.html (train) - https://tpfvg.it/it/ bus offers and information about departures, arrivals, facilities, maps.
Accuracy of Information	Good, but separate website for bus and train
Planned Upgrades	no remarks

Project region	Koroska
What journey planning tools exist?	SiMO - Slovenian National Journey Planner - main tool https://potniski.sz.si/en/plan-your-journey/ https://www.oebb.at/en/ https://www.interrail.eu/en/tripplanner https://www.viamichelin.com/routes https://www.tocnaura.si/razdalje-med-kraji
Are real-time data and ticketing services available?	Real-time data not available. For buses or trains, online ticket purchase is possible almost everywhere. Tickets can also be bought directly on the bus or train. Some larger stations (for example, the Dravograd railway station) have ticket vending machines. Certain major bus stations also have ticket offices. A unified public transport ticket is also available, although it is not fully practical or user-friendly.
Region	Koroška region (Slovenia) / part of Northern Slovenia digital area (MZI)
Available Digital Systems	The stagnation of public passenger transport is also reflected in the almost non-existent state of its digital infrastructure, although this has been developing more intensively in recent years. Due to the lack of a digital backbone, there are also no digital display boards in our region.
Accuracy of Information	Partial, in particular real time data for busses are missing.
Planned Upgrades	The main tool will soon be the national journey planner, SI-MO, which is nearing completion. No regional OJP is planned.

Project region	Liberec region
What journey planning tools exist?	www.idos.cz, IDOS app https://www.seznam.cz/jizdnirady/ IDOLKA app
Are real-time data and ticketing services available?	Real time data are available (train and bus) in all above mentioned, plus www.mpvnet.cz/idol/map https://provoz.spravazeleznic.cz/tabule/Pages/StationList.aspx Ticketing is available only with IDOLKA app.
Region	Liberecký kraj - IDOL (integrated PT system)
Available Digital Systems	Electronical info panels will be installed in Hrádek n.Nisou,,aut.st. On other stops, passenger need own smartphones.
Accuracy of Information	The available information is accurate. The delay for trains is based on their departure from the previous station - this may produce some inaccurate information.
Planned Upgrades	QR codes on every bus stops road sign linking to www.idol.cz/xxx website for certain stops with summed information from above mentioned.



Project region	Carinthia
What journey planning tools exist?	- Verkehrsankunft Österreich (VAO) https://routenplaner.kaerntner-linien.at/ - Fahrplanauskunft ÖBB https://fahrplan.oebb.at/
Are real-time data and ticketing services available?	Real-time data -85% available. Ticketing is available.
Region	Carinthia
Available Digital Systems	- Real-time data available for busses and trains. - Real-time based digital departure monitor as a service from VAO available. - Digital ticketing via VAO- and ÖBB-services available.
Accuracy of Information	- Static data from public transport operators is collected at 100% level in a central system of VKG. - Real-time data is available at -85% for busses and trains in Carinthia.
Planned Upgrades	- Real-time data availability to 95-100% - Integration of real-time data from on-demand services



Form 2.1.3: Cross-border service coordination

Project region	Saxony
What are the existing bus/train connections?	7 rail connections and 4 bus connections as described below
Are there known issues with timetable coordination?	no known issues beside maintenance works
Region	Saxonia - Czech Republic Saxonia - Poland
Existing Bus & Train Routes	
rail-connections	RE 1 D-Dresden - D-Görlitz - PL-Zgorzelec 11 trains will be extended to Zgorzelec 7 trains in the opposite direction, both with transfer-connections to/from Wrocław
	RE 2 D-Dresden - D-Zittau - CZ-Liberec 9 trains per direction are running to/from Liberec
	L 7 D-Seifhennersdorf - CZ-Varnsdorf - D-Zittau - CZ-Liberec 15 trains in average per direction special feature of this line ist the start in Germany via a Czech corridor, followed by a German one and end of the line in Chech Republic
	T 9 CZ-Mikulasovice - D-Zittau - CZ-Liberec Excursion line with one train per direction on weekends in the summer period via the German corridor via Zittau
	RB 65 D-Görlitz - D-Zittau hourly trains between the two German cities with a stop also in the Polish station Krzewina Zgorzelecka, which is also the station for the German city Ostritz
	POLREGIO KD D-Görlitz - PL-Gryfow Sl. - PL-Swieradow-Zdroj/Jelenia Gora trains every two hours mainly between Görlitz and Jelenia Gora, 2 trains towards Poland are running to Swieradow-Zdroj (one in the oppposite direction)
	KD D-Görlitz - PL-Wegliniec - PL-Zielona Gora 5 trains per direction plus one train Görlitz-Wegliniec
bus-connections	A-Landeskronsiedlung - Demianiplatz - Zgorzelec Centrum (City-Bus-Line in the City of Görlitz) every 30 minutes, on sundays every 60 minutes
	401 D-Ebersbach - CZ-Rumburk - D-Seifhennersdorf - CZ-Varnsdorf - D-Großschönau hourly service crossing the border four times
	691 CZ-Hradek - D-Zittau - PL-Bogatynia - CZ-Frydlant - PL-Swieradow-Zdroj excursion line on saturdays, sundays and public holidays four times per direction
	831a D-Zittau - PL-Bogatynia local line with 3 busses per direction
reference to former pilot projects	The buslines A (as replacement for former line P) as well as the bus lines 691 and 831a are an outcome of the former TRANS-BORDERS project
Timetable Coordination	because of infrastructure problems partly no connenction services are possible in Görlitz and Zittau
Planned Expansions	
rail-connections	A new long distance service between Leipzig and Krakow is planned via border station Horka / Wegliniec with 2 trains per direction starting in December 2025
bus-connections	An extension of the number of departures for line 831a is under discussion, in addition also the prolongation of the line towards Frydlant



Project region	Friuli-Venezia-Giulia
What are the existing bus/train connections?	7 rail connections and 5 bus connections as described below
Are there known issues with timetable coordination?	no known issues beside maintenance works
Region	Friuli Venezia Giulia (IT)
Existing Bus & Train Routes	
rail-connections	<p>Trieste (FVG) - Villach (AT) via Udine and Tarvisio Several trains per day with a transfer in Udine or Tarvisio Boscoverde. Travel time: Approximately 3-4 hours. Operated by Trenitalia and ÖBB.</p> <p>Trieste (FVG) - Klagenfurt (AT) via Villach Several trains per day with a transfer in Villach. Travel time: Approximately 3,5-4,5 hours. Operated by Trenitalia and ÖBB.</p> <p>Gorizia (FVG) - Villach (AT) via Udine Several trains per day with a transfer in Udine. Travel time: Approximately 2,5-3 hours. Operated by Trenitalia and ÖBB.</p> <p>Trieste (FVG) - Ljubljana (SI) 2 direct trains per day from Trieste Centrale to Ljubljana Tivoli. Travel time: Approximately 3 hours and 37 minutes. Operated by Trenitalia and Slovenske železnice (SŽ).</p> <p>Gorizia (FVG) - Nova Gorica (SI) Several trains per day, introduced on February 8, 2025, as part of the European Capital of Culture 2025 initiative. Travel time: 15-20 minutes. Operated by Trenitalia and SŽ with modern HTR 412 "Blues" trains.</p> <p>Jesenice (SI) - Nova Gorica (SI) - Trieste (FVG) A few trains per day on this scenic route. Travel time: Jesenice to Nova Gorica: 2 hours; Nova Gorica to Trieste: 40-50 minutes. Operated by SŽ</p> <p>Udine (FVG) - Ljubljana (SI) via Gorizia/Nova Gorica Several trains per day with transfers in Gorizia and Nova Gorica. Travel time: Approximately 4-5 hours Operated by Trenitalia</p>
bus-connections	<p>Trieste (FVG) - Villach (AT) 1-2 buses per day. Travel time: 4-5 hours. Cost: 15-25 EUR. Operated by FlixBus.</p> <p>Udine (FVG) - Klagenfurt (AT) 1-2 buses per day, often with a stop in Villach. Travel time: 3-4 hours. Cost: 16,00 EUR Operated by FlixBus.</p> <p>Trieste (FVG) - Ljubljana (SI) Buses every 2 hours from Trieste to Ljubljana. Travel time: Approximately 1 hour and 34 minutes. Cost: 16,00 EUR Operated by FlixBus and BlaBlaCar Bus.</p> <p>Gorizia (FVG) - Nova Gorica (SI) Frequent local buses (approximately every 30 minutes) as part of the CB PUMP project. Travel time: 15-20 minutes. Operated by local operators (e.g., Trieste Trasporti, Nomago).</p> <p>Trieste (FVG) - Koper (SI) Hourly buses as part of the FORTIS project. Travel time: Approximately 60 minutes. Operated by local operators (e.g., Trieste Trasporti, Nomago).</p>
reference to former pilot projects	FORTIS, MICOTRA, Connect2CE, CB PumP, SUSTANCE
Timetable Coordination	No significant issues with timetable coordination, except for temporary disruptions due to maintenance works (e.g., on the Trieste-Sežana rail section).



TRANS-BORDERS+

Project region	Koroska
What are the existing bus/train connections?	1 rail connection and 1 bus connection
Are there known issues with timetable coordination?	no known issues beside maintenance works and changes, that have ben addressed by DUJPP
Region	Koroška (Slovenia) Carinthia (Austria)
Existing Bus & Train Routes	
rail-connections	Railway connection Maribor (SI) - Prevalje (SI) - Bleiburg (AT) 4 trains daily during midweek from Maribor to Bleiburg 5 trains daily during midweek from Bleiburg to Maribor 1 morning train daily during midweek from Podvelka to Bleiburg (for daily commuters) 1 Sunday train from Maribor to Bleiburg during "school time" 1 Sunday train from Bleiburg to Maribor during "school time" 2 Saturday bicycle trains from Maribor to Bleiburg during "school holidays" 2 Saturday bicycle trains from Bleiburg to Maribor during "school holidays"
bus-connections	Štekna bus line (during summer season) Velenje (SI) - Dravograd (SI) - Lavamünd (AT) 2 buses daily (every day in July and August and during weekned in September in 2025) from Velenje to Lavamünd 2 buses daily (every day in July and August and during weekned in September in 2025) from Lavamünd to Velenje
reference to former pilot projects	Bicycle bus (Štekna bus) was first established within former TRANS-BORDERS project. Summer cycling train was upgraded within TRANS-BORDERS (prolongated across border in 2018).
Timetable Coordination	Timetable coordination is usually addressed and coordinated when necessary.
Planned Expansions	
rail-connections	No new railway expansions planned. An upgrade is planned in 2025 (October) and 2026 (till June 30) from Prevalje to national border (Holmec). The line will bi closed at that time.
bus-connections	New cross-border bus line is planned within Interreg SI/AT project Connect2tourism (in operation in 2025 and 2026). Establishment of cross-border bus line between Dravograd and Skt. Paul im Lavanttal (intermodal hub on Koralmbahn) will be discussed within TRANS-BORDERS+ project.

Project region	Carinthia
What are the existing bus/train connections?	9 rail connections and 1 bus connection as described below
Are there known issues with timetable coordination?	
Region	Carinthia
Existing Bus & Train Routes	
rail-connections	MICOTRA bike-train between Villach (AUT) and Udine (IT) ÖBB Railjet: - Venezia - Treviso - Udine - Villach - Leoben - Wien - Bolzano/Bozen - Innsbruck - Salzburg - Wien - Villach - Ljubljana ÖBB Nightjet: - Venezia - Treviso - Udine - Wien - Roma - Firenze - Bologna - Leoben - Wien - La Spezia - Genova - Milano - Brescia - Verona - Leoben - Wien ÖBB Karawankensprinter: - Villach - Jesenice (SLO) Slovenske železnice (slowenische Zugesellschaft) Bleiburg - Maribor
bus-connections	STREKNA busline from Velenje, Gornji Dolič, Mislinja, Slovenj Gradec, Otiški vrh, Dravograd to Lavamünd (AUT)
reference to former pilot projects	MICOTRA bike-train is an outcome from the same named EU-project. The STREKNA busline is an outcome of the former TRANS-BORDERS project
Timetable Coordination	Rail: Timetables are coordinated between the rail-service providers. Bus: Strekna timetables are coordinated between region Koroska and region Carinthia.
Planned Expansions	
rail-connections	- Venezia - Treviso - Udine - Salzburg - München - Stuttgart (per mid of July 2025) - Roma - Firenze - Bologna - Salzburg - München (per mid of July 2025) - Milano - Brescia - Verona - Salzburg - München (per mid of July 2025)



Project region	Liberec region
What are the existing bus/train connections?	rail connections and bus connections as described below
Are there known issues with timetable coordination?	no known issues beside maintenance works
Region	Saxonia - Czech Republic Saxonia - Poland
Existing Bus & Train Routes	
rail-connections	<p>RE 2 Dresden - Zittau - Liberec 9 trains per direction are running to/from Liberec</p> <p>L 7 Liberec - Zittau - Varnsdorf - Seiffhennersdorf 15 trains in average per direction This line pass the state border 4 times times per connection</p> <p>T 9 Liberec - Zittau - Mikulášovice Excursion line with one train per direction on weekends in the summer period via the German corridor via Zittau</p> <p>L1 Liberec - Harrachov - Sklarzska Poręba 11 trains in one direction (7 in winter and summer season only)</p>
bus-connections	<p>630 Liberec - Hejnice - Świeradów-Zdrój 1 pair of connection Saturday and Sundays. The BUS skip straightly to 345 Liberec - Praha.</p> <p>645 Liberec - Bogatynia 3 pair of workdays, 1 pair on Sunday. Connection to the shifts in Liberec industrial area.</p> <p>669 Liberec - Frýdlant - Zgorzelec 3 pair of workdays, 1 pair on Sunday. Connection to the shifts in Liberec industrial area.</p> <p>691 Hradek - Zittau - Bogatynia - Frydlant - Swieradów-Zdrój excursion line on saturdays, sundays and public holidays four times per direction. This line pass the stateborders 5 times per connection</p>
reference to former pilot projects	The busline 691 is an outcome of the former TRANS-BORDERS project.
Timetable Coordination	Rail lines timetable are coordinated with partners from Saxony + Ústecký kraj and Lower Silesia (L1). Timetable for 691 is coordinated with Landkreis Görlitz, ZVON, Bogatynia, Świeradów-Zdrój. Other bus lines timetables are directed by Liberecký kraj only.
Planned Expansions	
rail-connections	Prolonging L6 Liberec - Frýdlant - Černousy to Zawidów (12/2025) and to Görlitz (2032?)
bus-connections	<p>692 Frýdlant - Bogatynia - Zittau New workday bus connection (01/2026)</p> <p>445 Jablonné v Podještědí - Oybin/Kurort Jonsdorf New weekend tourist connection to Zittauer Gebirge (2027?)</p>



Form 2.1.4: Accessibility and inclusion

Project region	Saxony
What are the biggest obstacles to cross-border mobility?	- towards Czech Republic different status of data availability, partly unsatisfactory condition of infrastructure - towards Poland missing political will, no state money for bus-projects (has to be solved on local level), no real time data available
Are there pending plans for improvements?	ZVON is trying to push international projects on professional as well as political level
Region	
Czech Republic	<p><u>Main Challenges</u> difficulties in realising the gap of 7 km between Seiffhennersdorf and Rumburk</p> <p><u>Digital Information Issues</u> - yes, in the provision of real time data for bus lines</p> <p><u>Policy Barriers</u> - yes, especially for new projects (see above)</p>
Poland	<p><u>Main Challenges</u> - inadequate infrastructure on the Polish part of the railway line Zittau - Liberec (2,7 km pol.Teil) - missing electrification of the line via the border between Görlitz and Zgorzelec (German problem), measure is planned and should be finalized till December 2026 (see: https://bauprojekte.deutschebahn.com/p/goerlitz/pdf) - information deficits and no availability of real time data</p> <p><u>Digital Information Issues</u> - yes, no data availability</p> <p><u>Policy Barriers</u> - yes, discussions on political level are ongoing</p>

Project region	Friuli-Venezia-Giulia
What are the biggest obstacles to cross-border mobility?	Towards Slovenia: Limited direct rail connections (e.g., Trieste-Koper), language barriers, and lack of integrated ticketing systems. Towards Austria: Single-track sections on the Pontafelbahn (Villach-Udine), outdated infrastructure, and limited train frequency.
Are there pending plans for improvements?	Yes, several projects are in progress to improve cross-border mobility, supported by Interreg and TEN-T initiatives.
Region	
Slovenia	<p><u>Main Challenges</u> Limited direct rail connections, especially between Trieste and Koper (historical line discontinued). Insufficient frequency of trains on the Wocheinerbahn (Jesenice-Nova Gorica-Trieste). Lack of coordination between Italian and Slovenian transport operators (e.g., Trenitalia and SŽ).</p> <p><u>Digital Information Issues</u> Yes, real-time data for cross-border bus and train services is often incomplete or not synchronized (e.g., Trieste-Ljubljana bus schedules). Different ticketing platforms (Trenitalia vs. SŽ) make seamless travel planning difficult.</p> <p><u>Policy Barriers</u> Yes, regulatory differences between Italy and Slovenia (e.g., fare structures, operational standards) hinder seamless integration. Discussions on political level ongoing, especially in the context of the European Capital of Culture 2025 (Gorizia/Nova Gorica).</p>
Austria	<p><u>Main Challenges</u> Single-track sections on the Pontafelbahn (Villach-Udine) limit capacity and cause delays. Outdated infrastructure (e.g., partial electrification) reduces efficiency and increases travel times. Limited train frequency, especially for direct connections between Villach and Trieste</p> <p><u>Digital Information Issues</u> Yes, real-time data availability is inconsistent, particularly for cross-border services (e.g., Villach-Udine). Lack of a unified platform for ticketing and journey planning between ÖBB and Trenitalia.</p> <p><u>Policy Barriers</u> Yes, funding allocation for infrastructure upgrades (e.g., Pontafelbahn) requires coordination between Italy and Austria. Discussions on political level ongoing, supported by EU initiatives like TEN-T and Interreg.</p>



Project region	Koroska
What are the biggest obstacles to cross-border mobility?	<ul style="list-style-type: none"> - big differences in the development of infrastructure and digital systems - Slovenia lags far behind - no state money for bus-projects (had to be solved on local level), no real time data available - no "know how" on how to establish new cross-border lines - non existing international agreements and transfer points officially defined
Are there pending plans for improvements?	DUJPP is planning to regulate the status of cross-border connections within the cooperation with MOPE
Region	
Slovenia	<p><u>Main Challenges</u> The biggest problem is the infrastructure lag - the Koroška railway line (Maribor - Prevalje - Holmec) is still operated manually. PPT vehicles and equipment (bicycle trailers) are usually less suitable.</p> <p><u>Digital Information Issues</u> - yes, explained above - Slovenia lags behind. No real time data is available for passengers, that are usually left without information when there are delays...</p> <p><u>Policy Barriers</u> - yes, especially for new projects (see above), but with DUJPP things are improving</p>
Project region	Liberec region
What are the biggest obstacles to cross-border mobility?	<p>Lack of the passengers' will to travel cross-border daily. It is changing slowly with a good connection.</p> <p>Various journey planners and ticketing in every country. Easy access to the local systems is missing, as well as a usable cross-border short-distance integrated ticket.</p> <p>Hard coordination of the paper timetable display on the bus stops in other countries.</p> <p>Unsatisfactory state of the 2,7 km long railroad via Porajów between Hrádek nad Nisou and Zittau.</p>
Are there pending plans for improvements?	<p>QR for easy access to IDOL websites for every bus stop with information about ticketing options.</p> <p>Reconstruction of the PL Porajów railroad is being prepared together with DB and the SŽ rail infrastructure manager.</p>
Region	
Saxony	<p><u>Main Challenges</u> Cooperation in the reconstruction of the 2,7 km Porajów railroad.</p> <p><u>Digital Information Issues</u> connecting the Saxony's PT static and real time data to IDOLKA, or to IDOS and www.iidol.cz/xxx website.</p> <p><u>Policy Barriers</u> Clarifying the partners for the coordination of the bus stop sign and timetable display</p>
Lower Silesia	<p><u>Main Challenges</u> improving the railroad via Porajów, at least allowing DB and SŽ to realize it.</p> <p><u>Digital Information Issues</u> no data availability</p> <p><u>Policy Barriers</u> The responsibilities for a certain part of the PT tasks need to be clarified. A PT coordinator needs to be created on behalf of the legislative changes in public subsidies to bus transportation.</p>



Project region	Carinthia
What are the biggest obstacles to cross-border mobility?	<ul style="list-style-type: none">- different status of data availability- no state budget for cross border bus-projects
Are there pending plans for improvements?	There are currently no cross border plans. In the near future we want to install working groups for public transport to develop common time tables and plans.
Region	
Carinthia	<u>Main Challenges</u> <ul style="list-style-type: none">- no systematic cross-border coordination of mobility needs- no cross-border harmonisation of schedules and tariffs- need of public money for additional cross-border connections <u>Digital Information Issues</u> <ul style="list-style-type: none">- no full cross-border passenger information available; only partly integrated schedules from neighbour-regions so far- no cross-border real-time information available <u>Policy Barriers</u> <ul style="list-style-type: none">- The political will is there, but the financial resources for measures are limited.



Annex C: Implementation table

Strategic Measure	Relevant WP / D.	Pilot / Action Link	Key Partners (Selection)	Planned
Integration of digital passenger information systems (e.g. OJP)	WP2 - D.2.1.1, D.2.2.1	Pilot implementation of OJP in both cross-border regions	KORID LK, VVO, AustriaTech, Region FVG	M6-M18
Establishment/modernisation of modular public transport stops (mobility points)	WP3 - D.3.2.1, D.3.2.3	Pilot mobility points in Görlitz, Koroška, Carinthia	FVG, SMWA, Soča Valley Dev. Centre, RDA Koroška	M9-M24
Promotion of demand-responsive transport (DRT) in rural/peripheral areas	WP3 - D.3.3.1	DRT pilot services in selected rural border areas	Liberec Region, Soča Valley Dev. Centre, Transport Assoc. CZ	M12-M26
Harmonization of interfaces for cross-border digital travel information systems	WP2 - D.2.1.2	OJP interoperability for cross-border routing	AustriaTech, VVO, KORID LK	M6-M18
Stakeholder engagement for co-design, implementation feedback, and validation	WP1 - D.1.3.2, D.1.5.1	Regional working groups and peer feedback loops	All partners, coordinated by Lead Partner	Ongoing (M6-M30)
Derivation of regional action plans based on the transnational strategy	WP1 - D.1.5.2	Two regional action plans for DE/CZ and AT/SI/IT regions	FVG, SMWA, RDA Koroška	M12-M18
Integration of strategic content into investment planning and funding proposals	WP1 / WP4	Follow-up financing plans and upscaling after the pilot phase	All regional partners with investment objectives	M24-M30
Ensuring social inclusion and accessibility in digital and physical mobility solutions	WP3 / Horizontal priority	Inclusive design for stops and digital tools (e.g. accessibility features)	Soča Valley Dev. Centre, RDA Koroška, SMWA	M9-M30



Annex C: Glossary of Key Terms

- **OJP (Open Journey Planning):** A technical framework for linking decentralized travel information systems across borders.
- **Mobility Point:** An upgraded public transport stop with intermodal connections and digital services.
- **Pilot Region:** A designated area where project activities are tested before broader implementation.
- **DRT (Demand-Responsive Transport):** Flexible public transport systems activated on demand rather than fixed schedules.