

OUTPUT FACTSHEET

Project index number	CE100054	Acronym	SUSTANCE			
Output type ("x" to be included)	Strategy/ action plan	X	Pilot action		Solution	
Output number (O.xx)	O.3.3	Output title	Long term strategy for promoting cooperation and better governance of public transport in CE			
If the output target is > 1 in the AF, please specify the output(s) described in the factsheet	Not applicable: The output target value is = 1 in the AF					
Output delivery date	mar-26					
Project website	https://www.interreg-central.eu/projects/sustance/					

Summary description of the output

Please present the output by addressing the following topics.

Territorial challenges and needs in the regions specifically addressed by the output
(max. 700 characters)

Cross-border public transport in CE faces several operational, legal and administrative challenges. As examples, infrastructures are often limited across borders due to the presence of natural obstacles and nationally focused transport networks. Technical differences like rail electricity systems make services harder to run across borders. Cross-border services are limited and timetables are poorly coordinated. Even travel apps and ticketing systems rarely work smoothly across borders. On top of it, low population density in many border areas reduces demand and limits investment. All these challenges make cross-border cooperation hard, calling for better cooperation.

Main aim(s) of the output and how it contributes to tackle the identified challenge(s)
(max. 500 characters)

Output 3.3 has four main goals: (1) it sets a common vision to improve cross-border cooperation in the transportation field in CE; (1) it explains how the pilot actions developed in SUSTANCE have contributed to operationalise such vision through concrete interventions; (3) it provides recommendations to enforce the PT governance system in the three cross-border areas addressed in the project; (4) it suggests suitable governance tools that actors in CE may use to make the proposed vision concrete.

Technical description of the output (e.g. scope, main features, innovative elements etc.)

(max. 1500 characters)

The common vision set in Output 3.3 grounds on the core assumption that regional, national and EU resources will provide the basis for the development of more competitive public transport services in the peripheral and rural areas of CE. Based on that premise, the task of cross-border governance is to let such resources be beneficial not only for domestic transport (within borders), but even of cross-border transport (across regional/national borders). To this end, five main working fields and related specific goals are identified:

- (1) “Governance type”: Promote the cooperation between public and private transport actors to optimise in the provision of transport services in low-demand areas;
- (2) “Governance structure”: Encourage decentralised or externalised governance models able to mediate the interests of multiple regions/countries;
- (3) “Technical and planning contribution”: Combine short-term initiatives that cannot create deep changes but can be very immediate and concrete, with long-term strategies aimed at producing deeper changes in the long term;
- (4) “Legal/administrative contribution”: Discuss the possibility to formulate ad-hoc cross-border agreements to solve legal/administrative barriers bilaterally;
- (5) “Financial contribution”: Discuss financial opportunities dedicated to cross-border transport to finance governance structures, short-term pilots, and long-term strategies.

Involvement of target groups during output development and/or implementation

(max. 700 characters)

The target groups of this Output 3.3 are mostly public regional and national authorities (as well as private transport operators) that have the power to introduce and manage transportation interventions not only at the domestic but even cross-border scale. SUSTANCE partners have involved several stakeholders belonging to this target group during the stakeholder consultations performed in Activity 3.3. The results of this activity (together with those of others) have been considered to define the COMMON VISION of the Output 3.3, its five fields of interventions, the recommendations, and the proposed governance tools.

Cooperation dimension of the output, i.e. joint development within the partnership and, if applicable, joint implementation (see output indicator definitions in chapter I.3.3 and Annex 2 of the programme manual)

(max. 700 characters)

Output 3.3 has been designed based on previous activities and deliverables of the SUSTANCE project. In particular, it grounds on four previous activities: (A1.2) knowledge-based accessibility assessment of pilot sites; (A1.3) design, dissemination and adoption of Roadmaps; (A3.2) analysis of innovative governance schemes; and (A3.3) three rounds of stakeholder consultations. As such, Output 3.3 has considered (and involved) in its development all the project partners, as well as the associated partners and further stakeholders who took part to the consultations and roadmaps’ development. The integration of their point of view has driven the selection of the five working fields listed above.

Results - expected change and lasting effects in the territories generated specifically by the output, its uptake by relevant organisations and benefits for target groups
(max. 1000 characters)

The uptake of Output 3. by the project partners will foster the achievement of some changes:

- (1) Institutions will foster public-private cooperations in rural areas for a better development of peripheral public transport in CE
- (2) Institutions will encourage the formation of externalised or decentralised governance structures in context demonstrating a constant need for them
- (3) Institutions will keep developing short-term pilot actions demonstrating the effectiveness of cross-border cooperation in concrete terms
- (4) Institutions will act as facilitators or even primary actors in the design of bilateral agreements to solve legal/administrative barriers
- (5) Institutions will keep seeking funding at local, national, EU level to bring cross-border cooperation forward and design new actions.

Altogether, these five changes are expected to encourage a border change in the way EU countries cooperate across borders, for the development of a more unified and smoother EU-level transport system.
Ownership and durability of the output after the project end, considering financial and institutional support including, if applicable, maintenance
(max. 700 characters)

Considering that Output 3.3 is a strategy, this does not imply durability issues (e.g. financial requirements) that may affect other sorts of outputs (such as webapps). Nevertheless, content-related durability issues may apply. To address them, Output 3.3 has designed a strategy that works at a high institutional level, and thus may result valid at least for the upcoming five years. The addressed challenges (e.g. lack of cross-border connections, timetable harmonisation, cross-border apps and tickets) were valid already five years ago and will likely be relevant also for the upcoming five years. Therefore, the content of Output 3.3 may be relevant both on the short and medium/long-term.

Transferability of the output to other territories, sectors or target groups and planned measures for supporting such transfer
(max. 700 characters)

Since Output 3.3 defines a Governance Strategy for better cross-border public transport in CE, it is designed to make it transferable to any region/country in CE. This macro zone shares structural features in border areas (like low demand, dispersed settlements, and lacking cross-border infrastructures); as well as transport challenges (low cross-border coordination of connections, information, and ticketing systems). The vision and governance tools proposed in Output 3.3 aim to address these specificities of CE. Conversely, the transfer of Output 3.3 to other cross-border areas outside CE (e.g. Switzerland and Luxemburg) is not straightforward, given their different structural features.

Related final deliverable(s) (Number(s) and title(s) to be included)	D.3.4.1 - GOVERNANCE STRATEGY: Long term strategy for promoting cooperation and better governance of public transport in Central Europe
Output web link (if applicable)	
GPS coordinates (if applicable)	Not applicable