

# TEMPLATE

## Output factsheet: Tools

Version 1

<b>Project index number and acronym</b>	CE979 Peripheral Access
<b>Lead partner</b>	German Association for Housing, Urban Development and Spatial Affairs
<b>Output number and title</b>	T2.1 Good-practice analysis of smart mobility & intermodal options as well as smart governance and marketing approaches in peripheral regions across Europe
<b>Responsible partner (PP name and number)</b>	Regional Management Metropolitan Area of Styria (PP10)
<b>Project website</b>	<a href="http://www.interreg-central.eu/Content.Node/Peripheral-Access.html">http://www.interreg-central.eu/Content.Node/Peripheral-Access.html</a>
<b>Delivery date</b>	11/2017

### Summary description of the key features of the tool (developed and/or implemented)

The objective of the EU-wide status quo analysis is to provide a trend-setting basis related to the regional analysis and the local pilot actions in order to produce an added value. Regarding to the three work packages –Intermodality I, –Use of intelligent communication technologies (ICT) & intelligent transport systems (ITS) II and –Smart governance and joint marketing III and the priorities defined therein, relevant EU-policies are researched and good practice examples are collected. The priorities were selected along the pilot actions and regional key aspects together with all project partners. Along predefined keywords for each pilot action and key aspect EU-wide (and if relevant international) good-practices are analysed in order to conclude with some benchmarks for further project activities at regional and local level.

The document provides an overview of the pilot actions and key regional aspects and summarizes the policy framework. The core of the analysis though are examples of good practice specifically for the topics intermodality (see chapter 4.1), ICT & ITS (see chapter 4.2) and in the field of smart governance and joint marketing (see chapter 4.3). The document is concluded by a summary of the whole EU-wide status quo analysis.

### NUTS region(s) where the tool has been developed and/or implemented (relevant NUTS level)

The featured examples have potentially relevance for NUTS level 2 and 3.

## Expected impact and benefits of the tool for the concerned territories and target groups

The analysis has two main objectives: On the one hand the document gives the project partners specific and targeted food for thought as regards their pilot actions. In order to achieve this aim, the selected examples were chosen with a specific view at the nature of the respective pilot actions. Second, the analysis will serve also other institutions (i.e. transport authorities, regional administrations, transport operators) throughout CE as reference for thematically related activities. All examples are presented in an easy to read manner so that decision makers can easily digest the information and pick relevant and helpful elements of these case studies.

## Sustainability of the tool and its transferability to other territories and stakeholders

The presented examples can be easily transferred, if the respective framework conditions are similar. For each case evaluation results or experiences were outlined. All examples are described by text and pictures. An overview table shows clearly the links between the respective case study and the pilot actions concerned. As most examples include a technology component and as technology is fastly progressing, the sustainability of the presented cases is potentially limited to the next 3-5 years. In this period probably new technology solutions will be developed and the presented cases might be outdated.

## Lessons learned from the development/implementation process of the tool and added value of transnational cooperation

It took some time and discussion among the Lead Partner and the work package leaders to define the scope and content of the document. Each partner involved had a slightly different perspective on the final result. However, once a common view has been achieved, works on the document went smoothly. Of particular value was the fact, that all WP leaders contributed their input but that the entire document was finally prepared and supervised by just one partner: the Regional Management Metropolitan Area of Styria (PP10). In this respect the process and experience of working together was very useful (a quasi “rehearsal”) for the next project documents such as the regional analysis and the regional action plans.

## References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

According to the below table (taken from the EU-wide analysis) all selected and described cases are directly relevant for the project and its pilot actions.

The best-practice study is available on the official Peripheral Access website and has been promoted through the project's social media channels:

<https://www.interreg-central.eu/Content.Node/PA-EUwide-analysis-final-WP1.pdf>

	PA 1	PA 2	PA 3	PA 4	PA 5	KA 6	KA 7
Example No.	Multimodal node Graz region	Demand responsive transport Trieste	Intermodal railway station Lubin	New public transport services in South Moravia	Cross-border marketing campaign Vogtland	Harmonize tariffs and timetables in Hungary	Demand responsive transport Ljubljana
Example 1	x	x	x				
Example 2	x	x					x
Example 3	x						
Example 4	x	x	x				x
Example 5	x						
Example 6	x						
Example 7		x					x
Example 8				x			
Example 9				x	x		
Example 10	x	x	x	x	x		x
Example 11		x					x
Example 12		x					x
Example 13		x					x
Example 14		x					x
Example 15		x					x
Example 16		x					x
Example 17		x					x
Example 18		x					x
Example 19		x					x
Example 20		x					x
Example 21		x					x
Example 22		x					x
Example 23		x					
Example 24		x					x
Example 25		x					x
Example 26		x					x
Example 27		x					
Example 28		x					x
Example 29		x					x
Example 30				x	x		
Example 31				x	x	x	
Example 32				x			
Example 33				x	x		
Example 34				x			
Example 35				x	x		
Example 36				x			
Example 37				x			
Example 38				x	x		
Example 39			x	x			

