

INTERCONNECTION BETWEEN SHORT AND LONG-DISTANCE TRANSPORT NETWORKS

CLIENT: *European Commission – DG Research*

YEARS: *2009 – ongoing*

DESCRIPTION OF ACTIVITIES

INTERCONNECT is co-funded by the European Commission, Seventh Framework Programme, Theme 7 Transport.

INTERCONNECT is concerned with the role of local and regional interconnections in the context of the growing importance of long-distance passenger journeys in Europe. Effective interconnection between trip legs is a necessary feature of a significant proportion of passenger journeys, particularly those journeys which contribute most to regional and national economies. Poor interconnectivity among different transport networks may compromise the objectives of integration of the TEN-T network investments and policy measures.

Effective interconnection requires the provision of integrated networks and services which are attractive to potential users and this is likely to require co-operation among a range of transport authorities and service providers in the public and private sectors.

Objectives

INTERCONNECT will examine the function of local, regional and intermodal transport interconnections where they form part of longer-distance and inter-regional passenger journeys in Europe, in order to address the potential for greater economic efficiency and reduced environmental impact. Factors to be investigated include integration, co-operation and, where appropriate, competition in the provision of local connections across all transport modes.

INTERCONNECT focuses, in particular, on those journeys that might benefit from more effective interconnections between different transport modes and services, and on those journeys where effective interconnection is currently hampered by institutional barriers, lack of investment, or failure to innovate.

INTERCONNECT aims to identify the extent, impact and causes of poor interconnectivity and then to identify existing good practices and potential solutions, and to analyse these good-practice case studies using appropriate methods.

Through the identification of examples of good practice from Europe and elsewhere, INTERCONNECT will show how local and regional transport interconnections could benefit from a more enlightened approach, and will disseminate the findings widely in

order to promote the adoption of best practices identified.

Methodology

The first step is to define the problem and the methodology to be employed, including an analysis of the role that EU and national policies currently play in improving interconnectivity, as well as an assessment of the role these and other policies could play.

Next, the project will identify potential solutions from literature and come up with a first set of case studies in order to define the mechanisms for improving interconnectivity between different network scales (local and regional) and between road, rail, maritime and air passenger modes of transport.

There will follow an in-depth analysis of these solutions through a second set of case studies in order to identify their benefits and any possible barriers to their implementation. The results from these case studies, together with an assessment of the impact of improving local and modal interconnections at European level, will help define a 'tool kit' with a list of potential solutions for improving interconnectivity and a set of criteria for the applicability of particular solutions in particular situations.

Expected outcomes

The project outcome will focus on a number of recommendations, for example:

- provision of new or improved infrastructure or services, such as new multimodal interchange facilities, specialist distribution networks with local hubs, dedicated feeder services;
- removal of barriers to effective competition, such as monopolistic ownership or franchising of infrastructure or services, market domination by established operators, barriers to the entry of new competitors;
- removal of barriers to effective integration of public transport services, such as restrictions designed to avoid anti-competitive practices and which limit or forbid the joint planning or marketing of services or ticketing initiatives;

- encouragement of integration of services, e.g. by means of joint ticketing, integrated timetabling, sharing real-time information on service status, joint marketing of integrated services;
- removal of barriers to consistent travel information across modes;
- harmonisation of infrastructure pricing policies to remove barriers to effective competition in the international travel market;
- removal of restrictions on the inclusion, in appraisal frameworks, of the benefits of integration

Role of TRT

In INTERCONNECT, TRT is responsible for the analysis of the two case studies:

- Malpensa / Linate / Orio al Serio Airports
- Milan Railways node

and of *Task 5.1 Conclusions from Case Studies*, which will study the possibility to transfer the outcomes of all case studies performed within the project at the European scale.

TRT is also the leader of *Task 3.4 Infrastructure pricing* that will look on the possibility to activate transport price signals for the different modes of transport in order to improve connectivity between diverse types of transport networks and/or diverse scales of the same modal network.

The Consortium

The project consortium comprises seven partners from six European countries.

- Transport Research Institute (TRI), Edinburgh Napier University, U.K. (Project Leader)
- Mcrit sl, Barcelona, Spain
- MKmetric Gesellschaft für Systemplanung mbH, Karlsruhe, Germany
- Tetraplan A/S, Copenhagen, Denmark
- TRT Trasporti e Territorio, Milan, Italy
- Institute for Transport Studies (ITS), University of Leeds, U.K.
- Uniwersytet Gdanski, Poland

The website

www.interconnect-project.eu