

Interreg

makes a difference

TEN-T SOLUTIONS

MULTIMODALITY

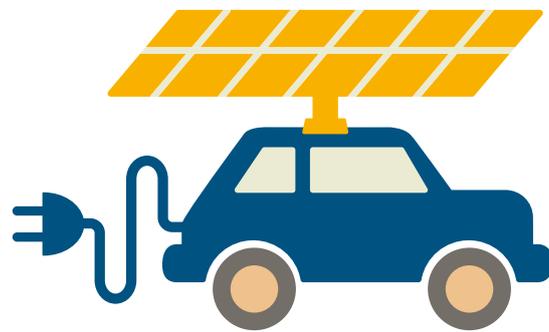
INNOVATIONS

CLUSTER INITIATIVES



Interreg

NETWORK ON



SUSTAINABLE TRANSPORT



Introduction

In this brochure you can find examples of impactful Interreg projects dealing with sustainable transport and TEN-T in different parts of Europe. The examples present four different fields where Interreg makes a difference: TEN-T solutions, multimodality, a cluster initiative and sustainable transport related innovations.

Interreg programmes open doors and facilitate cooperation across borders by providing financing from the European Regional Development Fund. Transport is only one of the eleven thematic objectives of Interreg.

Great success stories of Interreg cooperation being part of large-scale transport initiatives include examples like implementation plan for the first railway connection between Greece and Albania or the plan for an under-the-sea extension of the Copenhagen Metro in Denmark to Malmö in Sweden.

Interreg projects, though often relatively limited in their budgets, have acted as successful initiators, as the glue between actions and also ensuring many first/last kilometre initiatives. Interreg projects also often serve as test platforms and build up interesting public-private partnerships. Interreg, therefore, makes a difference!

Interreg Network on Sustainable Transport

The network functions as a platform for exchanging knowledge, expertise and experiences among Interreg programmes and projects. On the other hand, the network is also open for the interested in Interreg cooperation related to sustainable transport. In case you would like to exchange or join, please contact Ulf Wikström at the Interact Programme (ulf.wikstrom@interact-eu.net).

More information about Interreg projects and programmes:

www.keep.eu

www.interreg.eu

INTERact 
EUROPEAN UNION



Aiming at Improving Cross-Border Accessibility (CrossBo)



The main project objective is the improvement and development of cross-border infrastructure for better connection to TEN-T network in the Greece-Bulgaria border region. The project consists of four sub-projects with varying sources of financing, and builds on achievements of the previous financing periods.

- Construction of the new road section Dimario – GR/BG border
- Upgrading the Road II-86 – Srednogortsi-Rudozem – and bypass of Rudozem
- Construction of the new Border Crossing Check Point Dimario-Rudozem
- Upgrading existing complementary road infrastructure – The Road II-59 – Momchilgrad-Ivaylovgrad

The Interreg project contributes to following difference:

- Assuring accessibility in the cross-border area, where such does not exist
- Supporting the economic development of the high mountain area
- Connecting the cross-border area with the main transport corridors

Groups benefiting from the change include:

- Population and tourists of the cross-border area
- Local and regional business

Interreg/ERDF financier Greece-Bulgaria Programme

Budget 38,802,558 € (of which ERDF 32,982,174 €, Mainstream programmes: 19,000,000 €)

Duration 8/2016–8/2019

Lead partner EGNATIA ODOS, Greece

More information www.crossbo.eu

Improving cross-border transport through rail connection between Krystalopigi and Pogradec (CB Railway)



“CB Railway” is about the establishment of a new Railway connection between Greece and Albania, where transport network is poor with limited options.

The implementation area of the project is the studied area for the railway connection between Krystalopigi and Pogradec. Krystalopigi is located in the Region of Western Macedonia in Greece, less than 5 km from borders between Greece and Albania. Pogradec is located in the Region of Korce and less than 60 km from borders between Greece and Albania. Currently, the only transport option is the road network.

The Interreg project contributes to following difference:

- Increased growth and cohesion in the cross-border region of Greece and Albania, where transport options are quite limited. I
- Economic growth and opportunity in building a better EU for its citizens

Groups benefiting from the change include:

- More than 325,447 residents of the area in the form of better transport and positive economic impacts related to it

Interreg financier Greece-Albania IPA-CBC Programme

Budget 900,000 € (of which IPA funding 765,000)

Duration 05/2018–4/2020

Lead partner ERGA OSE S.A.

More information www.interreg.gr

Mobility on the Ionian Coast

The project (currently under the process of securing financing through Interreg IPA CBC Programme) aims to connect Albanian and Greek road network through the road axis “Igoumenitsa-Sagiada-Mavromati (Qafe Bota)-Sarande”.

The main objective of the project is to improve the connectivity and accessibility among the road transport networks of South Albania and Northern Greece through the Egnatia Motorway and Ionia Odos (TEN-T axes). The length of the improved road axis is approximately 60 km. The project will generate added value by utilizing previous investments in the road section Mavromati to Saranda in Albanian territory funded by the Hellenic Plan for the Economic Reconstruction of the Balkans.

The Interreg project contributes to following difference:

- Improving the connectivity and accessibility in the cross-border area Greece-Albania
- Improving the connection of the TEN-Ts with the Paneuropean Corridors, especially those passing through Western Balkans and South-East Europe
- Enhancing multimodal transport in both countries through facilitating the interconnection of the ports of Igoumenitsa, Saranda, Vlore and the airports of Ioannina, Kastoria and Tirana

Groups benefiting from the change include:

Population of the cross-border area, tourists and tourism entrepreneurs, other local and regional business

Interreg financier Greece-Albania IPA-CBC Programme

Budget 4.9 M€ (of which IPA funding 4.2 M€)

Duration 8/2018–8/2020

Lead partner EGNATIA ODOS SA

More information www.interreg.gr

Modernization of the road connection Prešov–Bardejov–Gorlice

The main objective of the project is the connection to the TEN-T network of two regions: Małopolski and Preszowski, which will facilitate access to the A4 and D1 motorways. On the Polish side of the border project assumes the modernization of a road with a length of over 12 km. The activities will be carried out in Gorlice and on the section between the cities Gładyszów and Konieczna. On the Slovak side, renovation works take place on almost 9 km in the Preszob region.

The Interreg project contributes to following difference:

- increasing the mobility of people living in Lesser Poland Voivodeship and Prešovský autonomous region
- developing of tourism and economic growth
- improving access and infrastructure of the region increasing the competitiveness of local entrepreneurs

Groups benefiting from the change include:

- inhabitants of boarder region: shortening travel time to and from work
- tourists: better access to regional attractions
- students and pupils: safer and better connection between home and school
- entrepreneurs: lower costs of transport and business travel

Interreg/ERDF financier Poland-Slovakia Programme

Budget 7,048,461 € (of which ERDF 5,991,191 €)

Duration 10/2016–05/2018

Lead partner Lesser Poland Voivodeship / Voivodship Roads Authority in Krakow

More information www.zdw.krakow.pl/inwestycje/interreg.html - PL

www.sucpsk.sk/?show=110&cid=180 - SK

Improvement of road and bridge infrastructure linking the Námestovo and Žywiecki poviats with the TEN-T network and strengthening of cross-border cooperation

The priority of the project is to eliminate problems of the border area by improving its weakest elements: inadequate technical condition of road connections to the TEN-T network nodes, limiting the poor accessibility of the region, dealing with the environmental pollution.

Through the modernization of road sections 1447 S, 1439S, No. II/520 and III/2270 as well as bridges, the project will contribute to improving the accessibility to TEN-T nodes and corridors. The project will improve road connections between the regional transport network and the TEN-T section - connection S69/D3 passing through Zwardoń and Žilina (TEN-T Baltic - Adriatic) and the Rhine-Danube corridor. It will improve the standard of roads, unify technical condition, improve travel comfort, improve accessibility to socially important, tourist and economic areas on both sides of the border. The project assumes the overall roads reconstruction of approximately 4 km, reconstruction of roads with reinforcement of the surface at the distance of almost 17 km and the improvement of bridge infrastructure including 4 bridges.

The Interreg project contributes to following difference:

- Improving road connections between the regional transport network: reducing emission of pollutants.
- Contributing to improving the accessibility to TEN-T nodes and corridors: regional development and local market growth.

Groups benefiting from the change include:

- local entrepreneurs, inhabitants, students: better road connection will shorten travel time, improve traffic flow and user safety
- tourists, visitors, others: project investments will improve the standard of roads, unify technical condition, improve travel comfort

Interreg/ERDF financier Poland-Slovakia Programme

Budget 7,475,280 € (of which ERDF 5,985,827 €)

Duration 05/2017 - 05/2018

Lead partner Żywiec region (Poland)

More information <https://pl.plsk.eu>





Photo: Peter Brinch/Øresundsbron

Öresundsmetro - Part of the Greater Copenhagen Trafikcharter



Analysis of the possibilities of building a metro tunnel between Malmö in Sweden and Copenhagen in Denmark.

The ongoing project is the fourth phase of analysing the possibilities of building a metro tunnel between the two cities of Malmö, Sweden and Copenhagen, Denmark. In the previous phases I, II and III, there has been focus on technical and economic analyses. Phase IV of the project focuses on communication and anchoring the information about the Öresund metro and its impacts in terms of travel options, the creation of a more robust transportation system, technology and the environment impact, costs and the usefulness by connecting the cities and Greater Copenhagen more efficiently. The project will address the elements in the Greater Copenhagen & Skåne Committees Traffic Charter and the international perspectives of the EU ScanMed Corridor including connectivity to Copenhagen Airport.

The Interreg project contributes to following difference (if the metro becomes reality):

- Reducing the travel time between the two cities with 50 % (from today's approximately 35 minutes to 15-20 minutes)
- Increasing the size of the accessed labour market of the business community

Groups benefiting from the change include:

- For people living in the region. Access to a larger labour market.

Interreg/ERDF financier Öresund-Kattegat-Skagerrag Programme

Budget 600,000 € (of which ERDF 300,000 €)

Duration 10/2017-9/2020

Lead partners Malmö commune and Copenhagen commune

More information <https://malmo.se/Stadsplanering-trafik/Stadsplanering-visioner/Framtidens-kollektivtrafik/Oresundsmetro.html>

Maritime and multimodal transport Services based on Ea Sea-way project (MOSES)

The project MOSES capitalizes the results of the IPA Adriatic project EA SEA-WAY, aimed to enhance the accessibility and mobility of passengers in the Adriatic area between Italy and Croatia through the development of new cross-border sustainable and integrated transport services and the improvement of related infrastructures.

Main outcomes of the project include, among many others, pilots for e-booking and e-ticketing tool, electric car/bike sharing systems as well as bus and bike connections systems. The intention is to make the pilot services as permanent services once the project duration will be over, given the presence of the competent regional administrations and institutions in the consortium.

The Interreg project contributes to following difference:

- Improving connections and passenger service quality between Italy and Croatia to boost economic activities, labour mobility and exploitation of education opportunities
- Helping public authorities and other organisations to improve passenger mobility and cross-border accessibility
- Enhancing cooperation between Italian and Croatian organisations to test and study innovative maritime and multimodal passengers transport services
- Connecting the ports to the hinterland, in order to facilitate sustainable multimodal trips

Groups benefiting from the change include:

- Inhabitants and tourists of the implementation area
- Transport organisations

Interreg/ERDF financier Italy-Croatia Programme

Budget 1,175,085 € (of which ERDF 998,822 €)

Duration 1/2018–6/2019

Lead partner Friuli Venezia Giulia Region

More information www.italy-croatia.eu/sites/default/files/moses_27743546_0.pdf



Improving cross-border transit in peripheral areas (Connect 2CE)



CONNECT2CE elaborates and harmonises action plans for cross-border transportation in peripheral areas to ensure that they also benefit from the TEN-T investments. Partners run pilot projects to test solutions involving better connectivity, integrated ticketing and tariff schemes, and efficient, innovative ICT tools for infomobility.

The Interreg project contributes to following difference:

- The project focuses on rural, peripheral and cross border regions, where lack of efficient public transport connection is a day-to-day problem;
- Experiences gained within the project will be a basis for supporting Public Authorities in defining regional strategies for the improvement of public transport

Groups benefiting from the change include:

- Citizens: access to better public transport connections in rural, peripheral and cross-border areas
- Public authorities: ability to define strategies for streamlining and enhancing public transport in CE
- Public transport operators: possibility to improve services thanks to best practices and know-how gathered by the project

Interreg/ERDF financier Central Europe Programme

Budget 2.70 M€ (of which ERDF funding 2.22 M€)

Duration 6/2017–5/2020

Lead partner Central European Initiative

More information www.interreg-central.eu/transport

Using more modes for greener freight shipping (TalkNET)



TalkNET project strengthens the integration between ports and inland terminals and transport operators. Last mile connections, efficient management of terminals and multimodal services as well as ECO-innovation deployment to enhance multimodal freight transport solutions will be in the focus, establishing a transnational stakeholder network for freight transport.

The Interreg project contributes to following difference:

- Concrete improvement of the transnational coordination of stakeholders to foster the development of multimodal transport
- By involving many core nodes of the TEN-T Network more efficient links covering the Baltic-Adriatic, Scandinavian-Mediterranean and the Rhine-Danube Corridors will be developed
- 11 pilot actions test new solutions for multimodal optimization of nodes and ECO-innovation as driving innovative steps ahead in freight transport.

Groups benefiting from the change include:

- Ports and inland terminals: better management and ability to improve the environmental performance in offering more environmentally-friendly services.
- Freight transport stakeholders: Better coordination between organisations

Interreg/ERDF financier Central Europe Programme

Budget 2.73 M€ (of which ERDF funding 2.23 M€)

Duration 6/2017–5/2020

Lead partner North Adriatic Sea Port Authority

More information www.interreg-central.eu/transport



INTERCONNECT



Interconnect addresses the opportunity of curbing the car-reliant mobility trend in the South Baltic area by means of user-adjusted and more sustainable public transport services for regional and cross-border travels.

To enhance car-independent mobility in the South Baltic area the project will carry out joint capacity-building, pilot demonstration and advocacy actions. These will tackle the three dimensions of public transport in serving the regional and cross-border travels – the demand, the supply and the governance. The project will deliver innovative multi-stakeholder planning approaches for sustainable public transport of the future and invest in new and more efficient services for no-car travellers both in and between the partner areas. Through involving a broad range of stakeholders in designing and testing the planning and management solutions that will be compatible in the cross-border context and replicable elsewhere, the project increases the policy and community attention for public transport role in serving mobility needs in the SB area. The project also contributes to TEN-T Motorway of the Sea “Gdynia-Karlskrona” which is also a starting point for CEF Core corridor no. 1 “Baltic-Adriatic”.

The Interreg project contributes to following difference:

- Increased use of public transport instead of private cars even on longer travels due to simplified and faster travel options by public transport

Groups benefiting from the change include:

- Over 9 million residents and tourists: broader and more sustainable options for realising their mobility needs

Interreg/ERDF financier South Baltic Programme
Budget 3,463,280 € (of which ERDF 2,816,375 €)
Duration 06/2017 – 05/2020
Lead partner Region Blekinge (Sweden)
More information <http://interconnect.one>

EnerNETMob drafts, tests and improves parallel “Sustainable Electromobility Plans” according to common standards and low carbon policies in order to set an “Interregional Electromobility Network” crossing cities of the MED area.

The project promotes sharing mobility and land-sea intermodality using electric transport systems by implementing interurban and interregional pilot networks of Electric Vehicles Supply Equipment also co-powered by renewable energy sources. By integrating the SUMP and SEAPs models, “Sustainable Electromobility Plans” will be developed to build “Interregional Electromobility Networks” inside and beyond MED area and to implement pilot small-scale investments on electromobility for interurban and intermodal connections.

The Interreg project contributes to following difference:

- Facilitating the application of the Directive 2014/94/EU on deployment of alternative fuels infrastructure
- Creating a network for interurban and intermodal connection to allow medium-range interurban and interregional displacements with electric vehicles

Groups benefiting from the change include:

- Population and visitors of the involved territories: access to new sustainable means of interurban and interregional transport
- Public authorities and the population: project results can feed low carbon transport policies and strategies including electromobility on regional and national level

Interreg/ERDF financier MED Programme

Budget 5,742,802 € (of which ERDF 4,664,929 €)

Duration 2/2018–1/2022

Lead partner Region of Peloponnese

More information <https://urban-transport.interreg-med.eu>



Alpine Innovation for Combined Transport (AlpInnoCT)



The project aims to raise Combined Transport (CT) efficiency and productivity. The application of production industry knowhow in CT is a new approach which includes an analysis of existing strategies, policies and processes focusing on CT. The project is developed in a unique transnational public-private partnership.

The Interreg project contributes to following difference:

- Improving the processes and cooperation in CT networks
- Integrating innovative approaches fostering modal shift from road to rail in freight transport
- Enhancing the knowledge and reinforcing participation possibilities for stakeholders in freight transport

Groups benefiting from the change include:

- Logistics service providers: improved processes and an easier access to CT
- Wagon and semitrailer producers: insights into CT innovations
- NGOs & institutions: dialogue with other stakeholders on mutual interests, awareness raising and approach solutions
- Politicians & decision makers: better ability to set future CT framework with regards to environment

Interreg/ERDF financier Alpine Space Programme

Budget 3,088,272 € (of which ERDF 2,548,531 €)

Duration 11/2016–10/2019

Lead partner Supreme Building Authority, Bavarian State Ministry of the Interior, Building and Transport

More information www.alpine-space.eu/projects/alpinnocct/en/home

e-MObility Transnational strategy for an Interoperable COmmunity and Networking in the Alpine Space (e-MOTICON)



e-MOTICON supports public administrations (PAs) in ensuring homogeneous development of e-mobility, deploying an innovative transnational strategy of integration among spatial planning, innovative business models and technologies, sustainable mobility patterns, energy efficiency instruments and policies enabling large diffusion of E-CS and wider interoperability.

e-MOTICON will deliver a White book on innovative E-CS planning to respect e-mobility requirements in the Alpine Space transnational strategy and regional action plans. It will provide a toolset to anticipate E-CS network requirements and test it in three joint pilot actions. A transnational community will involve PAs and representatives of the e-mobility industrial sector, research centres, regional agencies, end users and public transport agencies to improve PAs capacity on E-CS planning and cooperation.

The Interreg project contributes to following difference:

- Increasing the e-mobility usability based on an interoperable E-CS
- Promoting innovative planning instruments adoption for E-CS integrated infrastructure
- Enhancing PA skills and knowledge on integrated planning of E-CS infrastructure in cooperation with private sector

Groups benefiting from the change include:

- Public authorities, planners, as well as providers and users of e-mobility services: receiving valid input for the governance strategies and joint spatial, mobility/traffic and energy planning
- End-users, companies and citizens: direct benefits from interoperable services
- The stakeholders of e-mobility: increased awareness on advantages of this low-carbon technology

Interreg/ERDF financier Alpine Space Programme

Budget 2,085,556 € (of which ERDF 1,772,723 €)

Duration 11/2016–4/2019

Lead partner Research on Energy System - RSE

More information www.alpine-space.eu/projects/e-moticon/en/home



Photo: City of Bremen

iMONITRAF!



iMONITRAF! develops common solutions to tackle the over-proportional impacts of freight traffic in the sensitive Alpine area. iMONITRAF! has established a political network, developed several political motions as well as a common strategy for Alpine corridors and has continued its work after the project lifetime. Tools like a monitoring are the basis for linking activities on regional level to ongoing activities on national and EU level.

Currently iMONITRAF! network is actively working together with the relevant European institutions in the ongoing revision of the Directive 1999/62/EC on charging of heavy-goods vehicles for the use of certain infrastructure (Eurovignette) to bring to the attention the specific challenges of sensitive mountainous regions. iMONITRAF! supports a distance-based approach which strengthens the polluter pays principle and more flexibility in defining the external cost charge as important elements of the revised directive which shall enable a more harmonised road pricing system to foster modal shift from road to rail.

The Interreg project contributes to following difference:

- Enhancing regions and countries knowledge on best practices and updated studies
- Developing common transnational solutions to reduce transports impacts
- Providing a basis to discuss at transnational level the distributional effects between transport corridors

Groups benefiting from the change include:

- Regional and national authorities: receiving valid inputs for decision making
- Citizens along the corridors: possible reduction of transport impacts

Interreg/ERDF financier Alpine Space Programme

Budget 1,734,768 € (of which ERDF 1,016,833 €)

Duration 7/2009–6/2012 and ongoing

Lead partner Central Switzerland Government Conference of the cantons Lucerne, Uri, Schwyz, Obwalden, Nidwalden, Zug / new leader now

More information <http://imonitraf.org>

The focus of the SHARE-North project is on the development, implementation, promotion, and assessment of car sharing, bike sharing, ride sharing and other forms of shared mobility in urban and rural areas and employment clusters in the North Sea region.

The partnership of public authorities, NGOs and research institutions is supplemented by numerous supporting organisations including the OECD International Transport Forum. The project's living labs integrate modern technology with activities to support changes in mobility behaviour. The objectives include resource efficiency, improving accessibility, increased efficiency in the use of transport infrastructure, reduction of space consumption for transport, improving quality of life and low carbon transport.

The Interreg project contributes to following difference:

- Reducing congestion and emissions through shared mobility approaches for business parks as mobility generators
- Reducing the number of parked cars and regaining public space in cities through innovative car sharing concepts
- Improving social inclusion with car sharing with handicapped accessible vehicles and carpool programmes for the elderly
- Financial savings for small-town governments and improving their access to car sharing

Groups benefiting from the change include:

- Inhabitants of the involved regions: better possibilities for mobility and more attractive living environments
- Local governments: reduced costs

Interreg/ERDF financier North Sea Programme

Budget 3,508,560 € (of which ERDF 1,484,280 € and 270,000 € Norwegian funding)

Duration 01/2016-7/2019

Lead Partner City of Bremen

More information <http://share-north.eu/>



Photo: Lars Ove Kvalbein, City of Bergen

Smart, clean Energy and Electric Vehicles 4 the City (SEEV4-City)



The SEEV4-City project will improve green city development through a combination of the use of electric vehicles, renewable energy sources and ICT solutions. The challenge is to structure the system in a way that electric vehicles react to the local production of renewable energy. ICT systems can turn these problems to solutions. SEEV4-City turns barriers and negative side effects of electric vehicles and renewable energy sources into chances for zero emission electrical vehicle expansion.

The Interreg project contributes to following difference:

- City development integrating clean electric transport services and renewable energy generation
- Introduction of new businesses for renewable energy and ultra-low emission mobility services
- Increase in energy autonomy
- Increase of ultra-low emission kilometres

Groups benefiting from the change include:

- Inhabitants of the involved regions in better possibilities for mobility

Interreg/ERDF financier North Sea Programme

Budget 5,013,573 € (of which ERDF 2,156,787 € and Norwegian funding 350,000)

Duration 3/2016–10/2019

Lead partner Hogeschool van Amsterdam

More information <http://www.northsearegion.eu/seev4-city>



Inland Waterway Transport (#IWTS 2.0)



Inland Waterway Transport (IWT) offers slow, cheap, climate-friendly hinterland transport alternatives for commodities transported in large quantities or bulk. The project partners join forces and mobilise potential and capacity to move freight to yet under-used waterways by:

- Realising a quick modal shift by introducing new and proven logistic technologies and support logistic Managers to choose modal shifts
- Making better use of existing waterways by adapting them to standardized vessels
- Making better use of existing waterways by developing innovative sustainable small barge concepts
- Modernizing IWT education, training with a focus on smaller waterways navigation
- Facilitating use of IWT on smaller waterways in the region linking them to main TEN-T corridors

By piloting eight small waterway modal shifts, the project showcases proven concepts that will be adopted by the market.

Interreg/ERDF financier North Sea Programme

Budget 3,462,734 € (of which ERDF 1,731,367 €)

Duration 8/2017–6/2021

Lead partner Maritieme Academie Harlingen

More information <http://northsearegion.eu/iwts20/about-iwts/>

North West Greenway Network (NWGN)



The project proposal will design, develop and deliver 46.5km of cross-border greenways at 3 cross-border locations. The proposal will impact positively on modal shift by 2023 by encouraging cross-border commuters to move away from a car dependency culture to sustainable transport modes of travel in the North West region. This will contribute to the social, economic and environmental transformation of the North-West region of Ireland.

The Interreg project contributes to following difference:

- Interreg funding has provided an opportunity to enhance cross-border collaboration in the North West region of Ireland and therefore collectively contributes to the economic growth of the area.

Groups benefiting from the change include:

- Cross-border commuters: through provision of sustainable travel infrastructure as a more cost effective alternative to the private motor vehicle
- School children: a programme of activities and interventions will be developed encouraging them to walk or cycle to school thus improving their physical and mental health
- The environment: decrease of CO² emissions

Interreg/ERDF financier Northern Ireland – Ireland – Scotland Programme

Budget 14,861,188 € (of which ERDF 12,632,010 €)

Duration 1/2017–12/2021

Lead partner Derry City & Strabane District Council

More information www.derrystrabane.com/Council/News/EU-funded-Cross-Border-North-West-Greenway-Network



North West Region Multi Modal Transport Hub

The project is about the creation of a new iconic multi-modal transport hub for the North West region of Ireland that will increase the number of people using public transport for cross-border travel. The project will encourage a modal shift from car to public transport and other sustainable modes by providing integrated and convenient services to encourage more active travel for a healthier region.

The Interreg project contributes to following difference:

- Encouragement of active public cross-border travel by e.g. more attractive and functional connection hubs and integrated facility for rail and bus services
- Increase in the use of public transport and other sustainable modes
- Improvement of economy, tourism, education, health, inclusion and environment

Groups benefiting from the change include:

- Cross-border commuters, students and cyclists

Interreg/ERDF financier Northern Ireland – Ireland – Scotland Programme

Budget 32,862,570.00 € (of which ERDF 20,000,000 € and total Interreg Funding 23,529,408 €)

Duration 1/2016–12/2020

Lead partner The Department for Infrastructure (Northern Ireland)

More information



GO SUMP project coordinates the thematic community of urban transport projects, aiming at improving the visibility and the communication reach of the projects, creating synergies among them, capitalising and mainstreaming their results.

Horizontal projects are part of the new approach of the Interreg MED Programme to improve the capitalisation of projects' results. They coordinate standard projects working on one specific objective, to improve their visibility and communication reach, to create synergies among them and to capitalise and mainstream their results.

GO SUMP coordinates the Urban Transports thematic community, composed by seven projects: CAMP-sUmp, EnerNETMob, LOCATIONS, MOBILITAS, MOTIVATE, REMEDIO, and SUMPOR. The projects focus on issues related to the use and access to low carbon and multimodal transport systems for the different parts of population and territories, taking into account the touristic character of the Mediterranean cities and their surroundings. Overall, the community works towards the achievement of tailor-made sustainable urban mobility plans and solutions in the MED area.

The Interreg project contributes to following difference:

- Enabling continuous interaction among projects working on the same topic
- Joining forces and increasing effectiveness in the development and implementation of activities
- Improving capitalisation and mainstreaming of activities and results of the single projects

Groups benefiting from the change include:

- Single projects: activities and results are transferred to a wider group of stakeholders within the community.
- The financing programme: single projects contribute to the development of wider activities and results to be shared among the whole community.
- Population in the involved territories: activities are carried out in the territory are coordinated and lead to a higher impact

Interreg/ERDF financier MED Programme

Budget 1,165,000 € (of which ERDF 990,250 €)

Duration 11/2016–10/2019

Lead partner Malaga City Council

More information <https://urban-transports.interreg-med.eu>

