


MEDCYCLETOUR Good Practice

10 August 2020

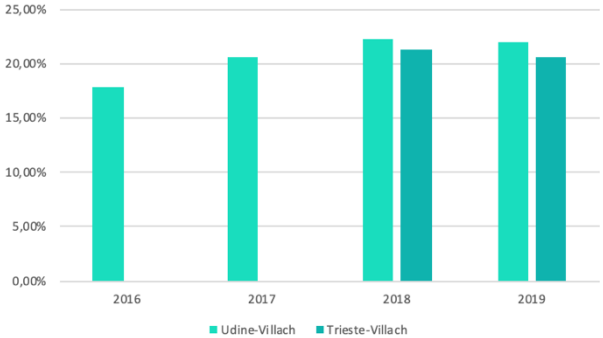
Author contact information	
Name	Giulia Cortesi (Alea scarl, consultant): content based on information by Enzo Volponi and Viviane Basso (Direzione Centrale Infrastrutture e Territorio, Regione Autonoma Friuli Venezia Giulia)
Email	giulia.cortesi@gmail.com ; enzo.volponi@regione.fvg.it , viviane.basso@regione.fvg.it
Telephone (including country code)	Giulia Cortesi +39 348 0490150; Enzo Volponi +39 0432 555713; Viviane Basso: +39 040 3774137.
Your organisation	
Country	ITALY
Region	FRIULI VENEZIA GIULIA
City	TRIESTE

Organisation in charge of the good practice		
Organisation in charge of this good practice	Regione Autonoma Friuli Venezia Giulia	
Location of the organisation in charge:	Country	ITALY
	Region	FRIULI VENEZIA GIULIA
	City	TRIESTE

Good practice general information	
Title of the practice	Micotra: Bike & Train cross-border intermodality
Does this practice come from an Interreg Europe Project?	Yes, two Interreg projects: 1) INTERREG IV A Italy – Austria 2007 - 2013 2) INTERREG VB Central Europe – 2014 - 2020
If yes, what is the name of that project?	1) MICOTRA - Miglioramento dei Collegamenti transfrontalieri di trasporto pubblico 2) CONNECT2CE 

Category of the practice	Please select the category of the practice (you can mark the category in bold): 1. Cycling tourism route infrastructure 2. Cycling-friendly services solutions 3. Solutions for combining bike and public transport 4. Promotion / Marketing 5. Sustainable organisational or financing solutions	
Geographical scope of the practice	Select National/Regional/Local: Regional & cross-border	
Location of the practice	Country	ITALY
	Region	FRIULI VENEZIA GIULIA
	City	TRIESTE-UDINE-VILLACH railway corridor

Detailed description																																																			
Short summary of the practice	A cross-border public-transport train service between Udine/Trieste in Italy and Villach in Austria with special coaches to carry bicycles.																																																		
Detailed information on the practice	<p>After an international rail service by Trenitalia was discontinued in 2009, and after the Regione Autonoma Friuli Venezia Giulia obtained competence on rail public transport (PT), the latter joined forces with the Austrian region of Carinthia to launch a pilot service in 2012 within the framework of the Interreg IV A Italy-Austria 2007-2014 programme via the project Micotra (Miglioramento Collegamenti Transfrontalieri, Improvement of cross-border transport links). The goal was to shift traffic from roads to rail, improving cross-border sustainable mobility.</p> <p>The new rail service connects Udine in Italy and Villach in Austria and is operated by a joint venture of the Austrian ÖBB and the Italian company FUC (Ferrovie Udine Cividale), owned by Regione Autonoma Friuli Venezia Giulia. The service offers two pairs of trains per day, with FUC locomotives and ÖBB coaches for passengers (150 places) and for bicycle/ski carriage (100-150 bikes per train).</p> <p>The new service was developed in parallel with the international cycle route CAAR (Ciclovía Alpe Adria Radweg) connecting Salzburg to Grado, on the Adriatic seacoast, and this synergy is a reason for the success of the service, which was continued after the pilot ended.</p> <p>A new pilot started in 2018 to extend the service from Udine to Trieste at the weekends, within the framework of the Interreg VB Central Europe 2014-2020 programme, via the project Connect2CE. The service extension continued after the pilot ended and it is ongoing.</p>																																																		
Resources needed	<p>The Micotra project had an overall budget of €1.3 million.</p> <p>The Connect2CE had an overall budget of €2.6 million. The project also ran other pilots.</p>																																																		
Timescale (start/end date)	<p>Micotra: September 2010-August 2013. Pilot started in 2012.</p> <p>Connect2CE: June 2017-May 2020. Pilot started in 2018.</p> <p>The service, which started and was extended with the pilots, is ongoing.</p>																																																		
Evidence of success (results achieved)	<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <table border="1"> <caption>Passengers</caption> <thead> <tr> <th>Year</th> <th>Udine-Villach</th> <th>Trieste-Villach</th> <th>Total</th> <th>% Change</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>166,120</td> <td>0</td> <td>166,120</td> <td>-</td> </tr> <tr> <td>2017</td> <td>166,120</td> <td>0</td> <td>166,120</td> <td>-</td> </tr> <tr> <td>2018</td> <td>166,120</td> <td>0</td> <td>166,120</td> <td>-</td> </tr> <tr> <td>2019</td> <td>166,120</td> <td>36,032</td> <td>202,152</td> <td>+22%</td> </tr> </tbody> </table> </div> <div style="width: 35%;"> <p>There was a 22% increase in passengers between 2016 and 2019, from 166,120 to 202,152, considering the overall figures including the service extension to Trieste.</p> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <table border="1"> <caption>Bicycles</caption> <thead> <tr> <th>Year</th> <th>Udine-Villach</th> <th>Trieste-Villach</th> <th>Total</th> <th>% Change</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>29,588</td> <td>0</td> <td>29,588</td> <td>-</td> </tr> <tr> <td>2017</td> <td>29,588</td> <td>4,958</td> <td>34,546</td> <td>+17%</td> </tr> <tr> <td>2018</td> <td>29,588</td> <td>8,166</td> <td>37,754</td> <td>+9%</td> </tr> <tr> <td>2019</td> <td>29,588</td> <td>12,150</td> <td>41,738</td> <td>+41%</td> </tr> </tbody> </table> </div> <div style="width: 35%;"> <p>The number of bicycles transported on the service rose by 41% in the same period, from 29,588 to 41,738 bikes. This increase is twice as much as the one of passengers.</p> </div> </div>	Year	Udine-Villach	Trieste-Villach	Total	% Change	2016	166,120	0	166,120	-	2017	166,120	0	166,120	-	2018	166,120	0	166,120	-	2019	166,120	36,032	202,152	+22%	Year	Udine-Villach	Trieste-Villach	Total	% Change	2016	29,588	0	29,588	-	2017	29,588	4,958	34,546	+17%	2018	29,588	8,166	37,754	+9%	2019	29,588	12,150	41,738	+41%
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	<p style="text-align: center;">Share of passengers with a bicycle</p>  <table border="1" data-bbox="662 280 1268 616"> <thead> <tr> <th>Year</th> <th>Udine-Villach (%)</th> <th>Trieste-Villach (%)</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>17.5</td> <td>20.5</td> </tr> <tr> <td>2017</td> <td>20.5</td> <td>21.5</td> </tr> <tr> <td>2018</td> <td>22.5</td> <td>21.5</td> </tr> <tr> <td>2019</td> <td>22.5</td> <td>20.5</td> </tr> </tbody> </table> <p>Accordingly, the share of passengers carrying a bicycle rose from over 17% to over 20% in the same period. The share is higher between Udine and Villach, along the Ciclovía Alpe Adria Radweg.</p>	Year	Udine-Villach (%)	Trieste-Villach (%)	2016	17.5	20.5	2017	20.5	21.5	2018	22.5	21.5	2019	22.5	20.5
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<p>Challenges encountered</p>	<p>In Italy, tickets are available only on board, to be paid by cash, because ticket counters and offices at railway stations are operated by Trenitalia, the main national railway operator. Reservation is limited to groups and managed via email. The FUC website is only in Italian. Information about the service could be more intensely disseminated permanently especially at the railway stations in Italy.</p>															
<p>Potential for learning or transfer</p>	<p>This practice is good for both the high bike-carriage capacity provided (the maximum configuration is two coaches for bikes/skis, and the 1st class coach with the bike/ski-carriage zone), for the coach flexibility (carriage of bikes and skis as well), and for being cross-border, thus accompanying the development of the international cycle route Ciclovía Alpe Adria Radweg. Usually the bikes are not hanged but positioned as in the first picture below. It is good for helping both cross-border commuting and cycle tourism, thus increasing the economic sustainability of the service by targeting different users. Among the factors of success, there is the local marketing campaign to let the new service being known. Territories crossed by transnational cycle routes and where cross-border rail connections were neglected in recent years are likely to face similar accessibility challenges and can be interested to adapt this good practice to improve their sustainability by shifting from road to rail transport.</p>															
<p>Further information</p>	<p>http://www.ferrovieudinecividale.it/mi-co-tra-villach-udine-trieste/</p>															
<p>Keywords related to your practice</p>	<p>Intermodal bike & train public transport service; intermodality for commuting; intermodality for cycle tourism; bike carriage on trains, OBB, FUC, Italy, Austria, Friuli Venezia Giulia, Carinthia, Ciclovía Alpe Adria Radweg.</p>															
<p>Upload image</p>	