Deliverable 5.1.1.1

Realization of the I Training Sessions (Report)

Document Control Sheet

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INDEX

1. INTRODUCTION

This document describes the actions taken within the Activity 5.1 of WP5 - Creation of new job profiles, professional training and business model development, specifically regarding the realization of the I Training Session.
The first Training Session was held in the third period of the project's lifespan and was organised in the form of a public conference. It set the groundings for the next Training Sessions to be held in the fourth period of the project.

The document illustrates the realization of the first training session starting from the preparation process and the procedure chosen to spread the knowledge on multimodality and the topics related to STEP-UP.

All the activities were performed in alignment with STEP-UP Project's objectives and **Project specific objective 3:** STEP-UP sustainability and transferability is the cross objective within consortium and the basis of the proposed activities. New business models and training sessions are the key elements to assure a steady growth to overcome the survival point.

WP5 set specific actions to sustain this objective because capitalize means to transfer knowledge: this is possible through the set of training sessions we organised to the attention of partners and (future) professionals in the field of transport. The goal is to educate on the aspects of mobility and travel planners, focusing on multimodal transport, new business model approaches for the sustainability of STEP-UP over the end of the project and on collecting, sharing and managing transport data.

The second training session will be held in July and the third one will be held in September. For the next ones we have chosen different periods of the project's lifespan and different modalities and targets, to maximise the objectives of transferability, sustainability and durability.

A relevant key element is to give some instruments to the partners and new professionals to improve themselves and become as autonomous as possible, for this reason we created a specific website as a repository for the Training Session materials and to facilitate the audience in getting more information on STEP-UP and its related topics.

1.1 Purpose of this document

The purpose of this document is to describe the realization of the I Training Session. In particular, it proposes an overview on the ideation, organization and development of the I Training Session.

This document contains the collection of the activities, result and users' feedback related to the I Training Session, in fact, for all the three training session a preliminary analysis is performed to identify the

audience, topics, teachers or expert and the modalities of the session. Moreover, after each training session questionnaires are compiled, both by participants and by teachers and expert involved. The useful audience feedbacks are also presented in this document.

1.2 Structure of this document

Deliverable structure description (chapter by chapter). The document includes the following chapters:

- Chapter 1, An introduction to the document.
- Chapter 2, Describes the preliminary and preparation activities and research necessary to the realization of the I Training Session. It includes the identification of: audience, topics, teachers and experts involved and modality.
- Chapter 3, Description of the Training Session event.
- Chapter 4, Collection of Questionnaires and audience feedback related to the I Training Session.

1.3 Target audience

The target audience of this report is the STEP-UP partnership and their external experts (if they deem it necessary or useful).

PARTNER	Name of Referent	Contacts
Marche Region	Gabriele Frigio	Email: gabriele.frigio@regione.marche.it
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City of Sibenik	Petar Misura	Email: petar.misura@sibenik.hr
Zadar Airport LTD	Josip Sikirić	Email: josip.sikiric@zadar-airport.hr

2. Preparation activities for the realization of the I Training Session

2.1 I Training Session: Identification of the Audience

To **identify audience** and **organize** the training session the most adequately, a preliminary analysis was performed. The First Training Session is intended as a Training Activity and also as the first shared appointment with the STEP-UP Training Actions. For this reason, a session was proposed in the form of a live Conference Session. This was done to create a network among the **project partners**, between the **local authorities**, **all the interested parties** and **the citizenship**, and to introduce and describe the nature of the lessons. The most direct approach to educating the audience is the face-to-face approach.

Training sessions will be useful for the amplest range of audience, the aim of the training session is to inform on the themes related to multimodality, as the main objective. Therefore, the audience was intended to include both people with some level of knowledge and people who did not have any competence in the suggested themes, and it will include citizens and university students.

Description of the different targets:

i. **Project Partners**

Each partner has expertise on specific topics, thanks to their institutional field of action, the support of their Technical Assistance and the know-how gained through previous projects.
We asked the partnership to communicate some areas of expertise they own and we involved a representative as speaker at the Training Session.
We also requested the areas where they wanted to improve their knowledge. They mostly were interested in all the topics we suggested.

ii. **Stakeholders**

We invited some stakeholders to the training sessions and involved some of them as speakers (e.g. Port Authority of Trieste). Obviously, the stakeholders are active in the transportation or mobility field, so they already own some know-how. Although their knowledge might be positively task driven, they may lack some ground basis or some more technically specific knowledge. Addressing to stakeholders is therefore particularly tricky, since there must be a balance between concrete facts and accuracy. Topics must be captivating and useful for their daily work.

iii. **Students**

Students best represent the future professionals in the field of transport. The job offer environment is changing seamlessly and especially the field of transport and mobility. It is of crucial importance that students who are about to choose their career are aware of trends that are happening and will lead to future changes, so that they will be more informed and prepared professionals in the future.

iv. Citizenship

Citizenship is called to respond to various responsibilities including participating in political processes and undertaking economic, social and cultural roles according to accepted norms, laws and regulations. Inform citizenship is important also in the themes of the project in fact the development of the main objective of STEP-UP will have repercussion in the way of thinking mobility both in the exceptional cases in which the citizen becomes a tourist but also in the everyday life in which the citizen moves within his city or the neighboring places for the care of himself or for work. Multimodality request an evolved way of thinking and citizenship are the firs kind of audience directly involved in the concrete change that the development of multimodality will bring.

In particular, we involved:

- Target Group 8: Education and training organizations as well as universities and research institutes

A university is partner in the project and will provide training sessions, also broadcasted as live streaming, that will be attended by both project partners and all stakeholders interested on multimodal topics. Following those sessions, any other education or training organizations as well as other universities or research institutes, could replace similar initiatives, obviously with a previous agreement with the first university concerning the use of training materials.

- Target Group 1: General public

The end users are necessary to guarantee the reliability of the project after the end and they are the main target group who will give important feedback in terms of User Interface, User experience, reliability and ease to use the pilot tools. Main categories of general public identified as the most interested to the project outputs will consist of working people and tourists, but also all others citizens could obtain benefit from STEP-UP implementation.

- Target Group 2: Local, regional and national public authorities

Local, regional and national authorities, within IT-HR Programme Area, have to be considered fundamental because they represent the most important figures able both to increase the awareness about ecofriendly transportation and sustainable tourism among different subjects (potential suppliers and potential service providers) and to promote their effective realization, through the definition of useful policy initiatives and operational activities. They are amply represented in the partnership.

- Target Group 3: Regional development agencies.

Regional development agencies, as operative branches of Regional authorities, are in charge of implementing theoretical regional policies, into actual actions. For example, Regions and local authorities draws up specific Regional/Urban Mobility Plans and foresees detailed guidelines which include the increase of multimodal transport, but the risk that those indications could remain not applied is tangible if regional agencies do not take care of those guidelines.

- Target Group 5: Transport associations

Target group Transport Associations Description: Transport associations can have a primary role promoting and incentivizing the diffusion of multimodal transport systems among their participants, but often, that associations do not know enough about multimodal themes and their benefits. So, they will be addressed in particular during WP5 implementation. They will be encouraged to participate in training activities in order to improve knowledge and data analysis on multimodal transport sector.

2.2 I Training Session: Modality of the session

The I Training Session was designed as a conference.

When choosing this modality, one decisive factor was the consideration that it would better reach the different audience targets and would better convey the knowledge to very different targets with a different level of awareness. Moreover, it would have been better for dissemination purposes.

The presentations of the speakers have been distributed throughout the day and interspersed with brief coffee breaks. All the project partners, the Croatian and Italian authorities, have been invited to participate.

The room has been equipped with a hundred chairs for the guests with a podium for the speaker and a projector with which the lecturer was able to show the supporting material for the presentation on his topic. A camera resumed the entire conference, the images and the audio of the live have been adequately transmitted live via the GoToMeeting software to allow even those unable to participate physically to follow the whole conference and ask questions via chat attached to the software.

2.3 I Training Session: Identification of the Topics

Work Package 5 responsible partner deemed it important to share with the partnership the definition of the topics for the session.

An initial analysis, considering the project expected outputs and pilot sites' implementation, led to a preliminary list of topics which was submitted to the partners to receive their feedback and better define the most appropriate topics.

The macro topics proposed to the partners are listed below in bullet points. For some of them a short descriptive sentence has been added to give more suggestions.

1. **Multimodality, Inter-modality, Co-modality. Intermodal, multimodal public transport**
2. **European Projects concerning Mobility and Tourism**
3. **Touristic routes and connections between Italy and Croatia. Passengers transport and innovative systems. History, data, overview.**
4. **Data standardisation and harmonisation in the transportation field.**
5. **Big-data for transportation and tourism. Data fusion**
6. **ICT Platforms for touristic purpose.**
7. **ETA**
8. **Unified ticket, dynamics and governance. E-Ticketing.**
9. **E-mobility, E-cars.**

STEP-UP List Of Topics

1. Multimodality, Intermodality, Co-modality. Intermodal, multimodal public transport

To look up to Multimodality is a necessary step to improve the quality, safety and environmental sustainability of marine and coastal transport services and nodes. This topic includes an introduction and an overview on mobility new perspectives e.g. Maas Mobility as a Service.

1.1 Quality, safety and environmental sustainability

- Impact of the transport sector on the energy consumption and on climate change. Improve air quality and to promote good practices to significantly reduce pollution and to promote intermodality, in order to foster the use of different means of transport.
- Public transport with low carbon dioxide emission.

1.2 Marine and coastal transport services and nodes

- Innovative and alternative ways to optimize the carriage of persons and goods specially in our touristic coastal area.
- Presence of islands and rural areas, make also integrate connections necessary with focus on inland connections to the coast

1.3 New perspectives e.g. MaaS Mobility as a Service

1.4 Connecting urban/suburban rail/road

- Seamless solution: using all transport modes (train, ferry, public transport, flexible transportation – Demand Responsive Transport, etc.)

1.5 Intermodal mobility

- A resource for tourism development and encourage joint actions of the cross sector international partnerships aimed at developing new solutions for sustainable environmental development and intermodal transport

1.6 Tourism development prediction

Analysis of the last years' trends and near future trends forecast.

2 European Projects concerning Mobility and Tourism

An overview on European funded projects on Mobility and Tourism. European new perspective, trends and goals on multimodality, sustainability, e-mobility, enhancing waterways and making road flows lighter.

2.1 Intermodal in European strategies 2030 and 2050

2.2 Mentioned EU Project:

- 4PILLARS
- TISAR
- EASEWAY
- ECOMOBILITY
- MOSES
- …

3 Touristic routes and connections between Italy and Croatia. Passengers transport and innovative systems. History, data, overview.

This topic aims to deepen the knowledge on the Programme Area, to understand the already existing connections and traffic flow between the two Countries involved in the project. An in-depth analysis on geographical, economical and historical features of tourism and passengers' flow in the Adriatic area. This overview will underline the importance of tourism for social and economic development.
The overview can include in a multidisciplinary approach a variety of aspects such as:

- Urbanization, economic and entrepreneurial development, utilities, social welfare, education, traffic.

4 Data standardisation and harmonisation in the transportation field.

In a multimodal travel planning platform, many travel aggregators receive property descriptions and availability data from different transport service providers. Each data provider may have its own data schema and structure that must be standardized before it can be used. This topic wants to propose an overview on the main requirements and characteristics of data storing and standardisation. Furthermore, an excursus on specific standards will be given: Standard GTFS (General Transit Feed Specification), SIRI (European Standard for real-time information), DATEX II, and other standards connected to MaaS.

The lesson aims to:

- Better understand the data standardization as a data processing workflow that converts the structure of disparate datasets into a Common Data Format. Data Standardization can also be thought of as the transformation rules engine in Data Exchange operations.
- Better understand how data standardization enables the data consumer to analyse and use data in a consistent manner. Standardizing data helps you make the source data internally consistent; that is, each data type has the same kind of content and format.
- Give the fundamental knowledge towards the creation of a common communication protocol between different systems (ICT platforms) and services.
- Collect data in INTERMODAL projects.
- Work on a system based on standard/protocols for different objective and scenarios managed: tourists' and travellers' needs including those for existing citizens.

5 Big-data for transportation and tourism. Data fusion

Big data refers to data sets that are too large or complex for traditional data-processing application software to adequately deal with. The topic proposes an overview:

- on Big Data concept;
- on the potential of Big Data applied to transportation and tourism;
- on Big Data characteristics (Volume, Variety, Velocity, Veracity);
- on Big Data Architecture. "5C architecture" (connection, conversion, cyber, cognition, and configuration);
- on the concept of Big Data applied to transportation and tourism. An overview on Big Data.

5.1 Collecting, sharing and managing transport data

5.2 Algorithms for the optimization of multimodal transport

The lesson aims to:

- Better understand the algorithms for the optimization of multimodal transport, and on collecting, sharing and managing transport data

6 ICT Platforms for touristic purpose.

This topic presents an overview on ICT Platforms for touristic purpose. Focusing on:

6.1 ICT Platforms for touristic purpose. State of the art on existing platforms.

- Example of existing platform (e.g. Transport for London).

- Local ICT platform.

6.2 High level platform design.

6.3 APPs and info-mobility data for tourism

6.4 Weather data integrated to ICT Platforms

The lesson aims to:

- Evidence the main requirements and possibilities, such as database creation with useful and relevant mobility data including the real-time information thanks the integration with AVM system.
- Design and developing of added modules such as booking & ticketing to offer a complete solution according to a global vision.
- Develop high quality level of services, improve the ITS level at Regional level, make the current services more reliable and attractive.
- transfer the ICT/ITS applications also during low season in other scenarios (e.g. info-mobility system)
- Permits both citizens and tourists, will be able to have benefits in terms of a better travel planning (more sustainable and with less time spent finding best solutions or purchasing tickets thanks to the ICT channel)

7 ETA

Estimated Time of Arrival, requirements and how to integrate this added module to the platform.

8 Unified ticket, dynamics and governance. E-Ticketing.

This topic presents an overview on:

8.1 Unified ticket as added module fundamental to increase platform efficiency and impact.

8.2 Main requirements and strategies. Examples of virtuous existing

8.3 e-roaming?

Tourist information useful for an extended mobility services such as e-roaming that enables additional visibility and promotion of multimodal transportation across inland (network of electric vehicles and electric bicycles)

9 E-mobility, E-cars.

This topic presents an overview on E-mobility, E-cars, Multimodality integrated with E-Mobility.

9.1 Eco – Mobility

To better tailor the training sessions on the overall needs the list was shared with all PP, to give them the possibility to provide comments on the topics, or suggest new ones.

Submission of the list to the Project Partners was also useful to **analyse their internal expertise**, possibly to be shared with the other partners during the Training Sessions, to **analyse their needs**, the areas where their knowledge or level of expertise needed to be improved through Training Sessions.

Follows the message sent to the partners to invite them to participate actively with suggestions and requests to enrich the panorama of knowledge on the issues pertaining to the STEP-UP project.

> *“*
>
> *Dear STEP-UP partners,*
>
> *As WP5 leaders, we at UNITS think the Steering Committee Meeting is a great chance to start the training session activity, sharing first of all the knowledge among the partners.*
>
> *At this regard, you find in attachment a list of topics ("STEP-UP_ListOfTopics"), selected according to the project expected outputs and pilot sites' implementation. Some of them will be exploited in a first session of lectures on the 7th of May, the others in further webinars.*
>
> *To better tailor the training sessions on the overall needs, we ask you to read the attachment AND:*
>
> *- provide comments on the topics, or suggest new ones. For your convenience we also attach the excel file "STEP-UP_TOPICS_Comments&Esxperts_PartnerName". You can rename it after your PP Name and fill it with the comments, otherwise provide the comments in the form that is more suitable for you (e-mail, word document etc.);*
>
> *- point out who of your internal technical team would participate with an approx 20 minutes (max 30) presentation. Please write name, expertise and contacts;*
>
> *- recommend any external expert whom you think has the credentials to give a lecture on one of the proposed topics.*
>
> *”*

This aspect, the involvement of the Project Partners was particularly important to enhance the **effectiveness of the Training Sessions**.

2.4 I Training Session: Identification of the Teachers and Experts

For the first training session, were searched and selected speakers who could offer a general overview of the topics of the STEP-UP project.

For each seminarian invited to intervene as an expert, the curriculum information of each speaker and the contents of the proposed topic are indicated below. A brief description of his actual professional role

is indicated (if they are Project Partner also is specified) and brief biography fulfills the desire to understand in a few lines the professional position and the training path of each speaker and how king of competence can conduce a person to be defined as expert in determined arguments.

A brief introduction follows to each selected speaker with a short biography highlighted on them in gray:

The lecturer **Valeria Corina**, in the role of Technical Assistance of Marche Region, was chosen to present STEP-UP project in order to offer an overview on the project to the audience, taking into consideration that some people in the audience were external to the project.

Valeria Corina

Sinergia, Technical Assistance of Marche Region (STEP-UP project Lead Partner)

Valeria Corina graduated in Building Engineering-Architecture at Polytechnic University of Marche Region. She has 5 years' experience in assisting in the preparation and management of R&D projects at international level, as well as in assisting in the management and financial reporting of European Projects, of European Transnational Cooperation Projects, Research and Innovation Projects promoted by national, regional and European Commission, Regional projects for active labour policies promoted by national bodies. She works at SINERGIA consulting from Pesaro since 2016 and presents a good knowledge of the transport and mobility context thanks to the projects managed for various national and private structures.

With a view to sustainability and in relation to climatic changes and the transnational multimodal transport, it was decided to invite the expert **Cinzia de Marzo**, Lawyer specialized in European Union Law & International Sustainable Tourism expert.

Cinzia De Marzo

Lawyer, specialized in European Union Law & International Sustainable Tourism Expert

Cinzia de Marzo, a lawyer specialised in EU Law and economy, is dedicated to sustainable tourism within the European Union. For several years now, she has been worked on the ETIS system, as an EU national expert at the Commission and as one of the people deeply involved in the implementation of EUSAIR (Adriatic-Ionian) EU Strategy. She talked with Stefan Lazic about the need for quality measurement for sustainable tourism and why is it important to work together to secure a brighter future.

To feed the network between projects active in themes similar to those of the step up project, **Massimiliano Angelotti**, member of the Central Department of Infrastructures and Territory, Friuli Venezia Giulia Region was invited to offer an overview of the MOSES project.

Massimiliano Angelotti

Central Department of Infrastructures and Territory, Friuli Venezia Giulia Region

Massimiliano Angelotti works at the Central infrastructure and territory management of Friuli Venezia Giulia Region in Italy, where Mr. Angelotti holds an Organizational position on the coordination of national and community monitoring and programming activities.

Furthermore, a general overview of the European Projects that the Port Network Authority of the Eastern Adriatic Sea – Port of Trieste participated, as lead partner as well as project partner enriches the conference thanks to the intervention of **Valentina Boschian**.

Valentina Boschian

Dott. Ing, Ph.D.
Port Network Authority of the Eastern Adriatic Sea – Port of Trieste, Digital Port Area

Dott. Ing. Valentina Boschian, Ph.D., works at the Port Network Authority of the Eastern Adriatic Sea – Port of Trieste, in the Digital Port Area. Since 2008, her expertise is focused on consultancy activities related to the analysis of ICT impact on new business cases, mainly in the field of transport and logistics. After obtaining a degree in Management Engineering and a PhD in Computer Science Engineering, she worked as a project manager in several international research projects. She is also expert in business model innovation.
Main skills: Analysis and modelling of processes; Assessment analysis (based on KPIs definition); Management of complex systems with analytical models; Analysis of business scenarios, Use Case identification and User Requirement definition; Project management, ICT applications in logistics and transportation management.
Education

- *Dottorato (Ph.D.) in Information Technology Engineering, University of Trieste (2012)*
- *Degree in Management Engineering and Integrated Logistics (graduation with first class honours, "110/110 e lode"), University of Trieste (2008)*
- *Degree in Management Engineering (graduation with first class honours, "110/110 e lode"), University of Trieste (2003).*

In the role of Technical Assistance of Marche Region, STEP-UP project Lead Partner, **Daniela Vasari**, proposing an overview of MaaS, Mobility as a Service, principle at the basis of mobility in general, and **Giorgia Fanesi**, presenting the intermodality for a seamless solution.

Daniela Vasari

Project manager, solution designer in ITS projects and International cooperation, Pluservice, Technical Assistance of Marche Region (STEP-UP project Lead Partner)

Daniela Vasari graduated in Computer Engineering, in March 2009. She works in PluService since 2009 as Solution Designer for ITS in Passenger Transportation and since 2014 as Senior Project Manager. She is involved in EU-International-National projects on topics such as Demand Responsive Transport, Multi-modal Traveller Information Systems, Automatic Vehicle Monitoring systems. She is the Project Manager of several European funded projects.

Giorgia Fanesi

Software analyst and project manager, Pluservice, Technical Assistance of Marche Region (STEP-UP project Lead Partner)

After her Master Degree in industrial engineering at the University of Bologna and an internship at IRU, Giorgia Fanesi has worked on ICT projects for PluService s.r.l. and is currently Software Analyst and Project Manager at myCicero.

Petar Mišura, with the role of Senior Associate for Development and EU projects, City of Šibenik (STEP-UP project Partner), contribute in the enrichment of the knowledge base with concrete ideas presenting new ideas and methods to ensure sustainable mobility in order to improve passengers' mobility.

Petar Mišura

Senior Associate for Development and EU projects, City of Šibenik (STEP-UP project Partner)

Petar Mišura graduated on the faculty of Economics and enrolled postgraduate studies in "Finance and Banking" at the Faculty of Economics and Business in Zagreb. After graduation, Petar Mišura enrolled Ph.D. "Economics" at the Faculty of Economics and Business in Split. At the beginning of his career, he worked at the Central Bureau of Statistics. After his experience, he started to

work at the Jadranska Banka and soon after, at the Croatian Telecom (Hrvatski Telekom) where he completed the additional education in the field of the project management. In 2011 he became the first head of the newly established administrative department of the city of Sibenik for the Economy, Entrepreneurship, and Development, where he remains working until today. From 2013 to 2018 he worked as the assistant to the Head of the office and from 2018 he works as the acting chief of the office.

To deepen what concerns tourist flows and cultural routes have been invited and bring their very valid point of view and contribution **Vanja Lipovac**, Consultant for EU Projects, Zadar Airport (STEP-UP project Partner) presenting cultural routes and, in relation to them, potential for info-mobility services. **Laura Schiff**, Director for Quality of Touristic Areas, Emilia Romagna Region (STEP-UP project Partner), presenting the inter-modality as an opportunity to encounter the small villages and **Sara Carciotti**, Architect, PhD at Engineering and Architecture Department at the University of the Studies of Trieste, that creates the basis for identifying a city as one Smart Cruise Destination, highlighting the need to manage tourist flows with a view to the well-being of the city itself and of the tourists at the same time.

Vanja Lipovac,

Consultant for EU Projects, Zadar Airport (STEP-UP project Partner)

Vanja Lipovac has master degree in cultural sociology (2015). Shortly after, he started an internship in Zadar County department for EU projects and development, where he participated on preparation and implementation of several national and international EU projects. After finishing a year of internship he started working as a project manager for „Foster children rights" project, financed from European social funds. After the project ended, he started working as a consultant for EU project for Driope. He is mostly focused on projects regarding urban mobility, intermodality, info-mobility and sustainable development.

Laura Schiff

Director for Quality of Touristic Areas, Emilia Romagna Region (STEP-UP project Partner)

Laura Schiff is graduated in Agricultural Sciences in 1977 at the University of Bologna, with specialization in territorial planning. She held the positions of Manager of the Planning Office of the Mountain Community of the Appennino of Bologna and that of Head of the floriculture sector and public green. From 1991 to 2017, she was the urban quality manager of the tourist resorts at the Tourism Department of the Emilia-Romagna Region. From 1991 to 2017 he designed and managed numerous projects - both at the regional and European level - for sustainable development of tourist areas for the creation and enhancement of new tourist products. From 2017 she directs the Communication, promotion, coordination of European projects and special projects of the Emilia-Romagna Region; is coordinator for the Italin Regions for managing important projects financed by the Ministry of Tourism, with the purpose of deloping the Network of Italian Historic Villages, Landscapes and Accessible Tourism.

Sara Carciotti

Architect, PhD at Engineering and Architecture Department at the University of the Studies of Trieste

Sara Carciotti is a young Italo-Slovenian architect specialized in exhibit design. After her master degree she has worked in the Architectural industry for a long period. Her international experience covers a wide range of projects and competitions from home units, commercial and retail mixed-use projects to urban design and sustainable strategy planning. After Venice, Paris and Ljubljana she has started the PhD program at the University of Trieste where actually works with the group of the prof. Ukovich. She is mostly focused on projects regarding urban mobility, people mobility and tourist's wellbeing.

Thanks to the contribution of **Maria Pia Fanti**, Full professor of System and Control Engineering, Department of Electrical and Information Engineering of the Polytechnic University of Bari, the conference organized on the occasion of the first training session of the STEP-UP project broadens the horizons to the new electric transport vehicles, that are revolutionizing the way of thinking and organizing mobility within the cities and beyond.

Maria Pia Fanti

Full professor of System and Control Engineering,
Department of Electrical and Information Engineering of the Polytechnic University of Bari

Maria Pia Fanti is full professor of System and Control Engineering at the Department of Electrical and Information Engineering of the Polytechnic of Bari (Italy). She received the Master degree in Electronic Engineering from the University of Pisa (Italy), in 1983. She has been visiting researcher at the Rensselaer Polytechnic Institute of Troy, New York, in 1999. Since 1983 she has worked in the Department of Electrical and Electronic Engineering of the Polytechnic of Bari (Italy), where she has been Assistant Professor from 1990 till 1998 and Associate Professor from 1990 till April 2012. Maria Pia Fanti is IEEE fellow for contributions to modeling and control of discrete event systems. Her research interests include Discrete event systems, Petri net, consensus algorithms, networked and control systems, management and modeling of logistic systems, automated manufacturing systems, automatic guided vehicle systems, traffic networks, and healthcare systems. Maria Pia Fanti is author of 2 books and 280+ papers, 85 journal papers, 11 book chapters and many conference proceeding papers.

2.5 I Training Session: Presented Topics

The final topics were chosen in collaboration with the lecturers invited to participate in the first training session. Below is the summary of the selected titles, followed by the presentations offered during the conference.

1. **Sustainable destination management plans fostering climate change mitigation in the tourism sector, including transnational multimodal transport.**
2. **STEP UP INTERREG IT-HR Project.**
   An overview of STEP-UP Project, INTERREG IT-HR.
3. **Improving maritime and multimodal transport services between Italy and Croatia: the experience in MOSES project and the expectations from ICARUS project.**
4. **The role of Mobility as a Service**
5. **Electro-mobility integrated into transport and mobility networks**
6. **Intermodality for a seamless solution**
7. **Improving passengers' mobility, new ideas and methods to ensure sustainable mobility**
8. **Smart Cruise Destination**
9. **The beauty of small villages. Intermodality: the path to encounter it.**
10. **Cultural routes – potential for info-mobility services**
11. **EU projects of the Port of Trieste: several tools for a smart port**

2.5.1 Sustainable destination management plans fostering climate change mitigation in the tourism sector, including transnational multimodal transport. [Cinzia de Marzo]

Slide 1/36

Slide 2/36

Introduction

- Tourism can entail **long-term negative transformations on local economies, societies, resource management and ecosystems**, especially in view of the growing challenges of international arrival of tourist in the world (from 1.32 billion in 2017 up to 2 billion in 2030).

- A **well-designed and managed tourism sector** can help preserve the natural and cultural heritage assets upon which it depends, empower host communities, generate trade opportunities and foster peace and intercultural understanding. Due to the lack of common frameworks, is fundamental to capture, aggregate and report on the full **economic, social and environmental impacts of tourism.**

Slide 3/36

Overview on international principles for a global sustainability commitment and climate mitigation

Slide 4/36

Overview on European policy measures towards sustainable Europe by 2030 and clean planet for all

Slide 5/36

Paris Agreement 2016
A global plan to fight against climate change

- The **Paris Agreement** establishes for the first time a **global goal** with the aim to enhance capacity, climate resilience and reduce climate vulnerability
- The Paris Agreement builds upon the [illegible] and - for the first time - brings all nations into a common cause to undertake take ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so.
- The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue effort to to limit the temperature increase even further to 1.5 degrees Celsius.
- The Paris Agreement entered into force on 4 November 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55 % of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval or accession with the Depositary

Slide 6/36

UN Agenda 2030
for sustainable development

Slide 7/36

The 5P principles of UN Agenda 2030

People-Planet- Prosperity- Peace- Partnership

The 2030 Agenda is **Universal** applying to all countries. It set out a **comprehensive vision** of what needs to be achieved.

From a **global perspective**, the 17 SDGs Goals and targets, will stimulate action over the next 15 years, in areas of critical importance for humanity and the planet

SDG9 '*Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation*'

SDG13 '*Take urgent action to combat climate change and its impact*'

Slide 8/36

Sustainable transport

The EU focuses on monitoring progress in strengthening R&D and innovation and in fostering sustainable transports

- CO2 emissions from new passenger cars *in 2017* 118.5 g of CO2 per km
- Collective passenger transport *in 2016* 17.1 % of total inland passenger-km
- Rail and waterways freight transport *in 2016* 23.6 % of total inland freight tonne-km

Slide 9/36

Manila Declaration

A call for action on measuring sustainable tourism

- 6th UNWTO International Conference on Tourism Statistics ***Measuring Sustainable Tourism***, organized in Manila by the Government of the Philippines and the World Tourism Organization (UNWTO) on 21-23 June 2017 and on the occasion of the International Year of Sustainable Tourism for Development, 2017,
- Advocate for the development of a statistical framework for Measuring Sustainable Tourism (MST Framework) that extends the current frameworks beyond their primarily economic focus, in order to incorporate environmental, social and cultural dimensions, across commonly agreed spatial levels (global, national and sub-national) and paying attention to temporal considerations.
- Call upon all actors to facilitate the necessary means and resources for the development and subsequent in-country implementation of an MST Framework, noting the opportunities to tap into the richness of data currently available and identifying gaps for producing any additional data that may be needed.

Slide 10/36

COP24 Katowice Declaration

Twenty-fourth session of the Conference of the parties (COP24) of the United Nations Framework Convention on Climate Change, held in Katowice, in December 2018

There is no future without addressing climate change, and forests are a key component to achieve the goals of the Paris Agreement.

The forests play an important role as reservoirs of greenhouse gases, in mitigating climate change

There is a need for reducing emissions from deforestation and forest degradation and conservations, sustainable management of forest.

Non party stakeholders including cities, regions, businesses and investors, should continue to display their ambition and commitment in their forestry related climate actions .

Slide 11/36

QUESTIONS & ANSWERS






Slide 12/36

Sustainability as European Brand

- **Commission Communication (2016) 739 final**
  - *' European action for sustainability*

EU's commitment to sustainable development
The EU is fully committed to be a frontrunner in implementing the UN Agenda 2030 and its 17 SDGs,
together with Member States and in line with the **principle of subsidiarity**.

Sustainable development is an issue of governance and requires the right instruments to ensure policy coherence across thematic areas, as well as between the EU's external action and its other policies.

Key actions and governance elements
The Commission launched in 2017 a **multi-stakeholder Platform** with a role in the follow-up and exchange of best practices on SDG implementation across sectors, at Member State, Regional, local and EU Level, mobilizing expertise of key sectors (including tourism).

Slide 13/36

Political committent at EU level

Joint statement by the Council and the representatives of the Member States, the European Commission and the Parliament (2017) 0626

The EU and its Member States must respond to current global challenges and opportunities in the light of the 2030 Agenda. Implementation will be closely coordinated with the implementation of the Paris Agreement on Climate Change and other international commitments.

Council conclusions (2017) 1038/17
- *A sustainable European future.*
- *The EU response to the 2030 Agenda for Sustainable Development*

The European Council states that URGES the Commission to elaborate, by mid-2018, an **implementation strategy** outlining timelines, objectives and concrete measures to reflect the 2030 Agenda in all relevant EU internal and external policies, taking into account the global impacts of the EU's domestic actions.

Slide 14/36

The New European Consensus on Development
our World, our Dignity, our Future

COM (2016) 740 final

- **Principles and values guiding**
- *democracy, the rule of law, the universality and indivisibility of human rights and fundamental freedoms, respect for human dignity, the principles of equality and solidarity*

- **Building resilience and sustainability** is indispensable for lasting solutions to complex global challenges with a common vision

- **The EU and its Member States will:**
  - support the design, construction and operation of [illegible] infrastructures that are more resource efficient
  - support the development of sustainable, interconnected and secure transport networks and other resilient infrastructures to promote growth, trade and investments;
  - enhance joint programming in development cooperation in order to increase their collective impact by bringing together their resources and capacities;
  - integrate environment and climate, including mitigation and adaptation, throughout its development cooperation strategies

Slide 15/36

Clean planet for all

A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy

COM (2018) 773 final

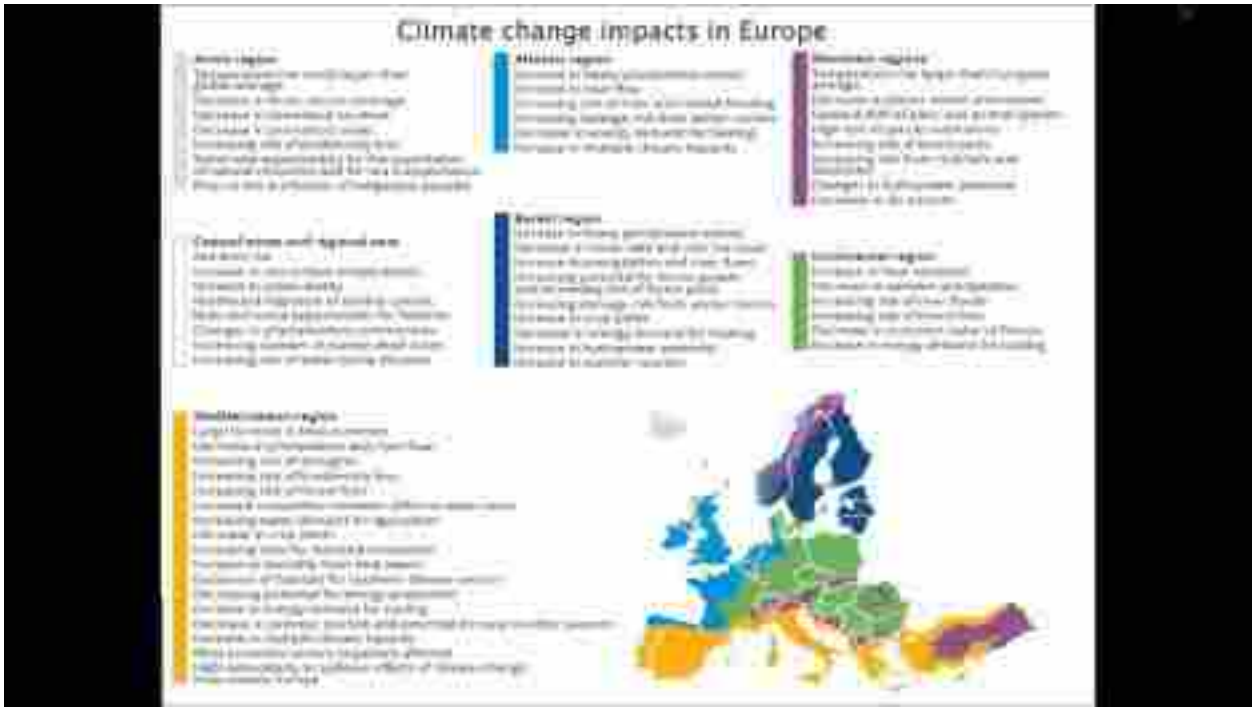
- **The urgency to protect the planet!**
- Climate change is a serious concern for Europeans
- The last two decades included 18 of the warmest years on record. The trend is clear.

- Immediate and decisive climate action is essential
- Overall, failing to take climate action will make it impossible to ensure Europe's sustainable development and to deliver on the globally agreed UN Sustainable Development Goals.

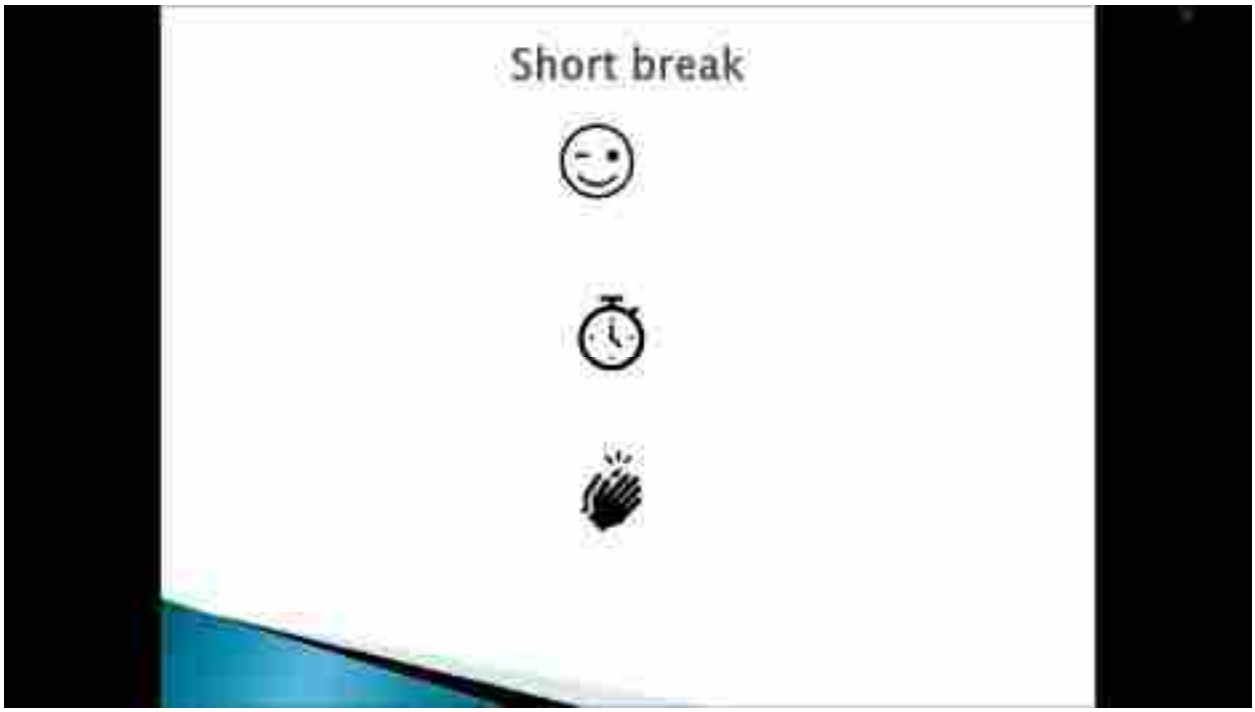
- **Transport is responsible for around a quarter of greenhouse gas emissions in the EU. ?**

- All transport modes therefore need to contribute to the decarbonisation of the mobility system. This requires a system-based approach, in all modes is the first priority of this approach. Just as for renewable energy in the power sector, low and zero emission vehicles with highly efficient alternative powertrains dominate, the automotive industry already today leading investments in the emergence of zero and low emission vehicle technologies, such as electric vehicles.
- A combination of decarbonised, decentralised and digitalised power, more efficient and sustainable batteries, highly efficient electric powertrains, connectivity and autonomous driving offer prospects to decarbonise road transport with strong overall benefits including clean air, reduced noise, accident- free traffic, altogether generating major health benefits for citizens and the European economy. Electrification of short sea shipping and inland waterways is also an option, where the power to weight ratio matters a lot.

Slide 16/36



Slide 17/36



Slide 18/36

Index
Second part

- Coastal and Maritime tourism for more growth and jobs
- European Strategy for Adriatic and Ionian Region
- Blue economy (Blue Growth) in the Mediterranean
- Global Sustainable tourism Council Criteria: D12 Low – Impact transportation
- European Tourism Indicator System
- Criteria D1 : Reducing transport impact

Slide 19/36

2014 Coastal and maritime tourism strategy
COM (2014) 86 final

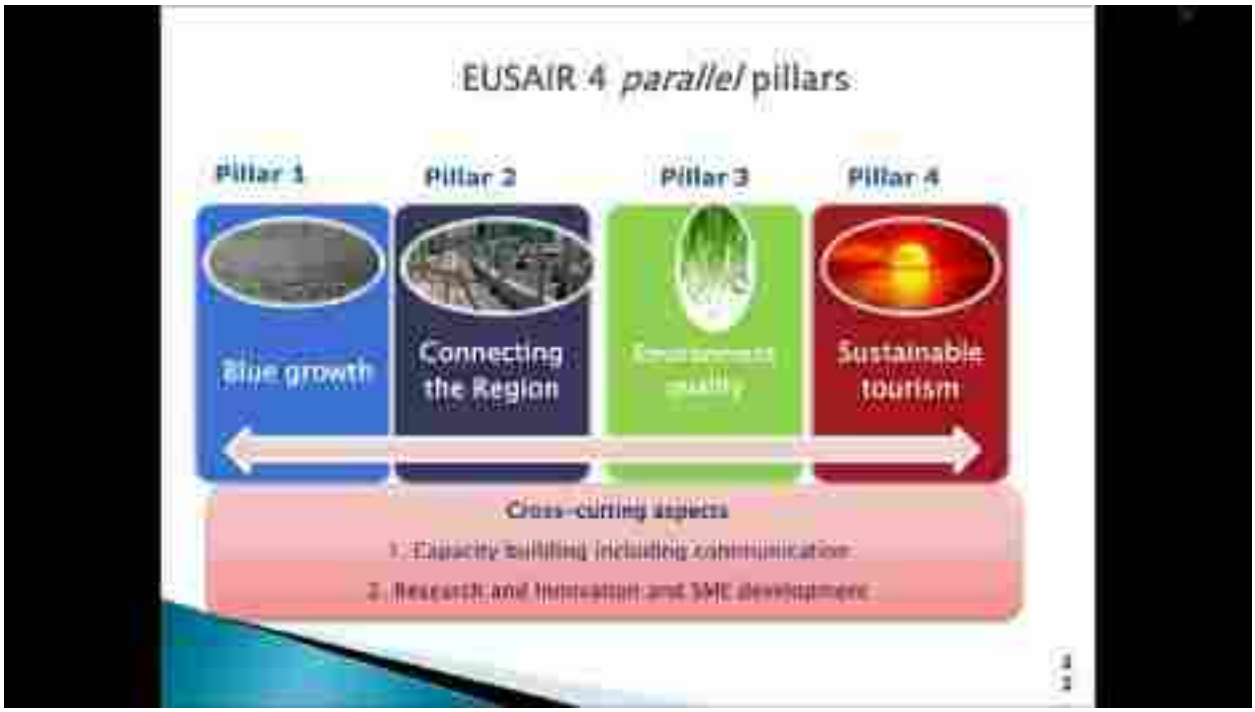
To boost competitiveness and sustainability, unlock its potential for growth and jobs

4 pillars, 14 actions at EU level, need for joint implementation:

- ✓Stimulate performance and competitiveness
- ✓Promoting skills and innovation
- ✓Strengthening sustainability
- ✓Maximize available EU funding

Slide 20/36

Slide 21/36



Slide 22/36

Topics under Pillar I 'Connecting the Region'

- **1. Maritime transport**
- **Motorways of the sea:**
- Number of intermodal port terminals in the A-I sea basin equipped with state-of-the-art
- **Improving/upgrading road and rail infrastructure linking ports to the hinterl and port traffic management system**
- km of upgraded rail infrastructure linked to ports in the A-I sea basin

- **2. Intermodal connections to the hinterland**
- **Border crossing**
- – % of border crossings in the Region with simplified procedures;
- - Average time spent at border crossings in the Region;

- **3. Energy networks**
- **Improving cross-border electricity interconnections**
- Number of cross-border electricity interconnectors across the Region

Slide 23/36

Key challenges for CMT in EUSAIR

- Putting ends together
- Fully integrate with ongoing initiatives – (sub-) regional dialogue(s)
- Improving data and information – use 'clustering' and cooperation structures
- Maritime security
  - European Maritime Security Strategy (EUMSS) and Action Plan adopted in 2014
  - Ensure safe and secure transport, trade, coastal development
  - Also important for tourism!

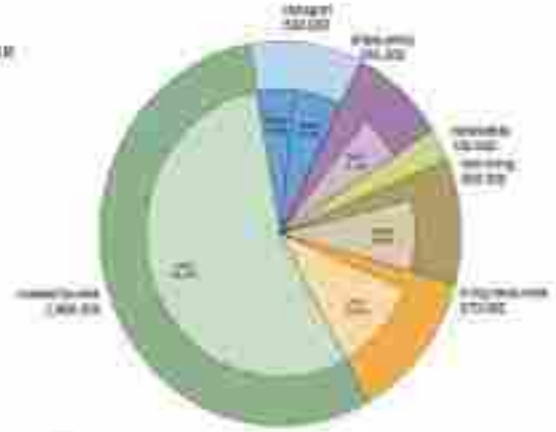
Slide 24/36

Blue economy (Blue Growth)

- **Commission Communication COM (2017) 183 final** – *'Initiative for the sustainable development of the blue economy in the Mediterranean'*, which aims at increasing safety and security, promoting **sustainable blue growth and jobs** and **preserving ecosystem and biodiversity** in the Mediterranean Region.

- **Three main goals:**
1. Safer and more secure maritime space
2. Smart and resilient blue economy
3. Better governance of the sea

- **Making blue growth strategy fit for future challenges – today's trends in the blue economy**
- Commission Report on the blue growth strategy
- SWD (2017) 128 final



Slide 25/36

The international monitoring tool

Global Sustainable Tourism Council

Global Sustainable Tourism Council (known as the **GSTC** or the Council) was formally constituted in the 2010 as independent body for establishing and **managing standards for sustainable tourism**. At the heart of its work are the **Global Sustainable Tourism Criteria and Indicators** (which are neither a definitive set nor are they all-inclusive and they can be applied to a broad range of destinations types) are organized around the **four sections**:

(1) demonstrate effective sustainable management;

(2) maximizing economic benefits to the host local community and minimize negative impacts;

(3) maximize benefits to communities, visitors, and culture; minimize negative impacts;

(4) maximize benefits to the environment and minimize negative impacts.

Slide 26/36

GSTC Criteria D12
Low-impact transportation

- Criteria– The destination has a system to increase the use of low-impact transportation, including public transportation and active transportation

- Indicators
- D.12.a. Program to increase the use of low-impact transportation
- D.12.b . Program t make sites of visitors interest more accessible to active transportation (e.g. walking and cycling)



Slide 27/36

A focus on ETIS Methodology
What is the European Tourism Indicator System

Legal basis: Action 1 | COM (2013) 352

Slide 28/36

ETIS toolkit

- 43 ETIS core indicators (quantitative)

- 3 core indicators (D.1.1, D.1.2, D.1.3), which enable the measurement of the impact of transport
- D.1.1 Percentage of tourists and same-day visitors using local/soft mobility/public transport services to get around the destination
- D.1.2. Average travel (km) by tourists and same-day visitors from home to the destinations
- D.1.3 Percentage of tourists and same-day visitors from home to the destinations

Criteria D.1 (Reducing transport impact)

Slide 29/36

ETIS DESTINATIONS BY TYPE

Slide 30/36

Succesfull experiences at destination level across Europe

Visit South Sardinia, a successful ETIS destination achiever, awarded by the European Commission in 2016

7 transnational Cultural Routes certified by the Council of Europe, implemented ETIS in 2016, focusing on the cultural governance model

- Via Francigena, Via Vitis, Santiago de Compostela, Saint Martins of tours, Olive trees, among others

Slide 31/36

ETIS award ceremony

Bruxelles, 30th April 2016

Slide 32/36

ETIS experience in Southern Sardinia

ETIS promotes:

sustainability communication

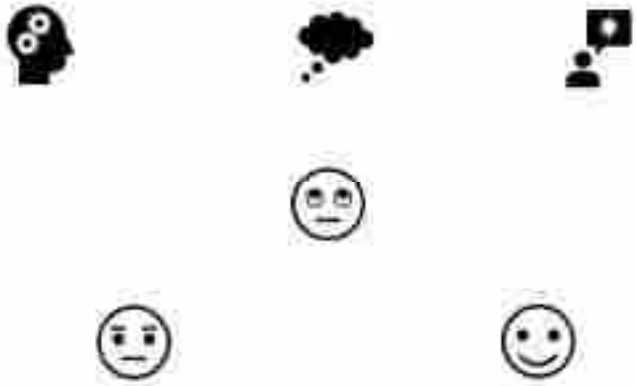
Destination Sustainability Policies and Investments as Marketing Strategic Levers

Challenges to Overcome

Collecting data from SMEs is a key tool to monitor sustainable tourism destination

Slide 33/36

QUESTIONS & ANSWERS



Slide 34/36

"Alone we can do so little; together we can do so much"

Helen Keller

The argument of public-private partnership and inter-regional and inter-sectorial cooperation is fundamental to turn vision into reality, by developing new **green business and eco-friendly models** with a circular, interdisciplinary and inter-sectoral approach (**tourism**, culture, environment, **transport and mobility**, waste management).

Managing sustainable destinations with the ability to measure the tourism impact on climate mitigation, is not a trend, it is the **unique way to create a responsible and balanced eco-system for the planet** and to respect the social-cultural dimension of the territories.

"Ships do not happen. Ships are made to happen."

John F. Kennedy

Slide 35/36

Thank you for your attention!

- Contacts: [redacted]

Slide 36/36

2.5.2 STEP UP INTERREG IT-HR Project. An overview of STEP-UP Project, INTERREG IT-HR. [Valeria Corina]

Slide 1/11

Slide 2/11

Partnership

LP - MARCHE REGION (IT)
PP1 - EMILIA ROMAGNA REGION (IT)
PP2 - MUNICIPALITY OF LECCE (IT)
PP3 - UNIVERSITY OF TRIESTE (IT)
PP4 - COUNTY OF SPLIT-DALMATIA (HR)
PP5 - CITY OF SIBENIK (HR)
PP6 - ZADAR AIRPORT LTD. (HR)

- 18 months (01/01/2018 - 30/06/2019) + three-month extension -> 30/09/2019

Slide 3/11

Budget

PP/WP	WP0	WP1	WP2	WP3	WP4	WP5	TOTAL	Distribution per country	%
MARCHE	3.000,00 €	82.700,00 €	23.750,00 €	24.050,00 €	100.800,00 €	3.450,00 €	239.750,00 €	409.871,00 €	64,07
EMIRO	2.000,00 €	90.368,00 €	30.275,00 €	15.305,00 €	70.658,00 €	4.996,00 €	151.476,00 €		
LECCE	1.000,00 €	21.630,00 €	17.950,00 €	12.070,00 €	53.035,00 €	3.220,00 €	88.895,00 €		
UNITS	2.000,00 €	36.605,00 €	15.375,00 €	1.725,00 €	5.175,00 €	59.050,00 €	119.750,00 €		
SDC	2.000,00 €	23.225,00 €	11.225,00 €	41.475,00 €	85.290,00 €	6.875,00 €	120.000,00 €	241.980,00 €	35,93
SIBENIK	2.000,00 €	15.640,00 €	28.000,00 €	8.950,00 €	60.650,00 €	8.950,00 €	120.220,00 €		
ZAIR	1.000,00 €	20.340,00 €	14.380,00 €	7.020,00 €	41.720,00 €	11.480,00 €	101.340,00 €		
TOTAL	13.000,00 €	290.508,00 €	140.955,00 €	104.595,00 €	388.318,00 €	118.021,00 €	951.851,00 €	651.851,00 €	809.356,35 €
%	1,58%	19,99%	14,77%	10,99%	40,37%	12,40%		co-financing	142.774,65 €

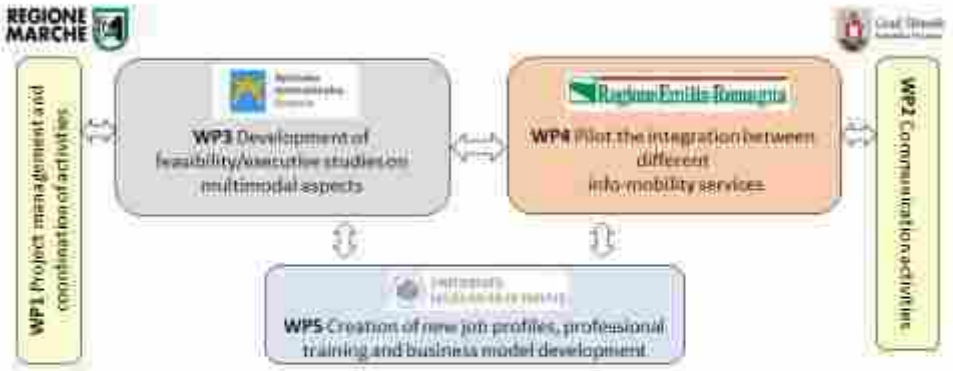
Slide 4/11

Objectives

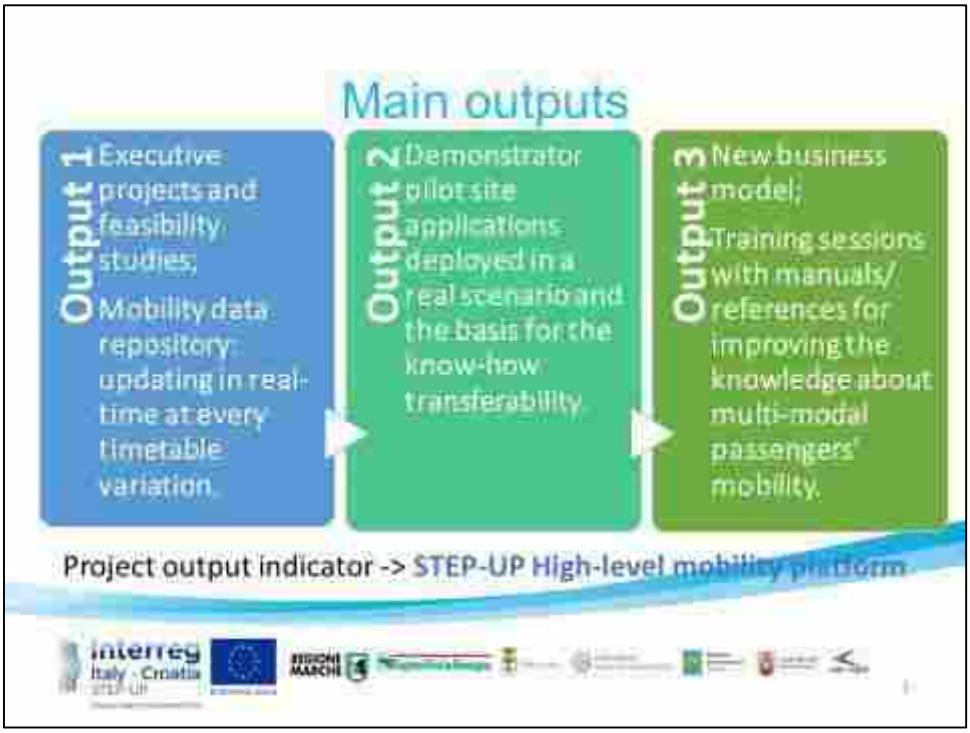
- ❖ Promote multimodal passenger mobility
  - *improve the multimodal travel planner platform adding new local travel planner;*
- ❖ Facilitate the access to the services offered
  - *share experiences to avoid/reduce common technical and organizational problems thanks the foreseen training sessions;*
- ❖ Combine in a global vision transport and tourism aspects
  - *plan the feasibility studies allowing each partner to analyze specific topics and critical points;*
- ❖ Capitalize efforts and the outputs reached from INTERMODAL and TISAR project
  - *creating new business models to guarantee the sustainability of the project.*

Slide 5/11

Work Packages



Slide 6/11



Slide 7/11

Slide 8/11

Pilots

Pilot	Description
Marche Region	Integration between multimodal and cross-border travel platform and info mobility system for a complete information to the end-users on public transport, trips and delays.
Emilia-Romagna Region	Improvement of the accessibility to some touristic zones with public transport and identify alternative modes of intermodal transport solutions.
Municipality of Lecce	Strengthening the competitiveness of the territory by providing the city with an integrated system including information and mobility services.
County of Split-Dalmatia	Installation of e-chargers for electric vehicles at 30 km intervals across the hinterland to increase electric vehicles access to all parts of the Split-Dalmatia County.
City of Sibenik	Establishment of new intermodal links from the City to regional airports (Zadar Airport and Split Airport) and promotion of intermodality and connection with the existing links to the regional ports (Zadar, Split).
Zadar airport	Improvement information distribution to better accomodate passengers and to increase the speed of intermodal transition.

Slide 9/11

Target Groups

- Entrepreneurs
- Universities, research institutes and other education or training organisations
- Tourists Transport operators associations and NGOs
- Local, regional and national authorities
- Logistic hubs, Infrastructure providers

Slide 10/11

Target Groups

- Entrepreneurs
- Universities, research institutes and other education or training organisations
- Tourists Transport operators associations and NGOs
- Local, regional and national authorities
- Logistic hubs, Infrastructure providers

2.5.3 Improving maritime and multimodal transport services between Italy and Croatia: the experience in MOSES project and the expectations from ICARUS project. [Massimiliano Angelotti]

Slide 1/34

Slide 2/34

MOSES MAIN GOAL

The project aims at improving maritime and multimodal transport services between Italy and Croatia, through the capitalisation of the results of EA SEA-WAY, towards quality and sustainable cross-border connections.

Slide 3/34

Where did we started from?

easea-way

Europe Adriatic Sea Way

Strategic project co-financed within IPA Adriatic 2007 – 2013 Cross border co-operation project with 20 partners, representing 8 countries.

Slide 4/34

What was done in Ea Sea-Way?

"Pilot actions" main activities:

- Realization of physical infrastructures, strengthening of ports for passenger transport;
- Establishment of "short-sea ferry/fast Ferry/hydrofoil" passanger lines across Adriatic;
- Integration of Adriatic ports with hinterland and improve services for passengers

Slide 5/34

MOSES MAIN OBJECTIVES

- Offering alternatives to individual car travelling between Italy and Croatia to overcome problems created by congestion, pollution, lack of accessibility and connectivity;
- Creating favorable conditions for people to choose maritime against individual car transport as it represents a convenient and environmental friendlier way to travel;
- Improving multimodal connections to hinterland for maritime passengers to allow sustainable journeys to final destinations.

Slide 6/34

MOSES PILLARS

- Setting up the framework for successful pilot activities
- Piloting new connections and improving services
- Ongoing and ex post evaluation and take up of results

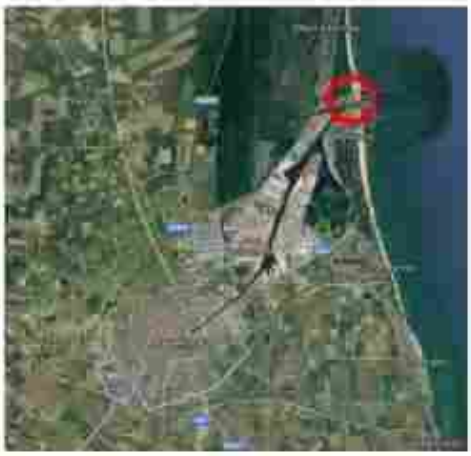
Slide 7/34

Ravenna Pilot

Increase the attractiveness of Ravenna port and its hinterland by fostering an efficient transport system guaranteeing sustainable connections between the cruise passenger terminal in Porto Corsini and Ravenna historical city center.

Slide 8/34

Ravenna Pilot



The Ravenna Cruise Terminal is 20 minutes drive from Ravenna city center (12km).

Nowadays tourists reach the city center mainly with shuttle services organized by the cruise companies.

Independent travelers can reach the city center with public transport (bus service) but stops are not close to the cruise terminal

interreg Italy - Croatia

REGIONE AUTONOMA FRIULI VENEZIA GIULIA

Slide 9/34

Ravenna Pilot

Key challenges:

Improve multimodal transport chains between port and city center;

Offer sustainable and innovative transport solutions for cruise tourists (mainly independent travelers);

Guarantee the Moses service beyond the end of the project

interreg Italy - Croatia

REGIONE AUTONOMA FRIULI VENEZIA GIULIA

Slide 10/34

Ravenna pilot in numbers

18 electric bikes;

1 electric tricycle for people with disabilities;

19 GPS;

20 helmets and security lock systems;

1 container transformed into a "Mobile Hub";

Moses project graphic communication/advertising materials.

Slide 11/34

Ravenna Pilot

Why a Mobile Hub?

- Mobile to meet seasonal characteristics of the cruise services;
- Mobile to provide services in different points;
- Mobile to allow the transferability to other Adriatic ports.

Slide 12/34

Ravenna Pilot

Why electric bikes for intermodality promotion?

- More than 50 km of autonomy;
- Easy to charge batteries;
- Easy to use;
- No license needed;
- Low cost compared to others sustainable transport solutions.

Slide 13/34

Ravenna Pilot

- The 100% of users declare to be very satisfied of the electric bikes free rental service;
- The 80% of the users declare electric bikes is the best way to move in port surroundings;
- The 70% of users declare to use an electric bike for the first time in their life;

Slide 14/34

Ravenna Pilot

The tourists monitored mainly use the Moses electric bikes to reach touristic attractions within 2 km.

However, several tourists reached the Ravenna city center thanks the electric bikes (more than 30 km). This is a big news for key local public and private stakeholders.

Slide 15/34

Ravenna Pilot

MANAGING SOLUTIONS:

ITL Foundation signed an agreement with the Ravenna Cruise Terminal manager company. With this contract the cruise terminal manager have committed to:

- Managing the e-bike sharing service during all the test activities providing the e-bikes for free to tourists (Summer 2018);
- Carry on the electric bike rental service beyond the project duration.

The terminal manager is very satisfied of the service and he decided to buy the Moses bikes and equipment in order to continue the service also in the next years.

Slide 16/34

Friuli Venezia Giulia Pilot n.1

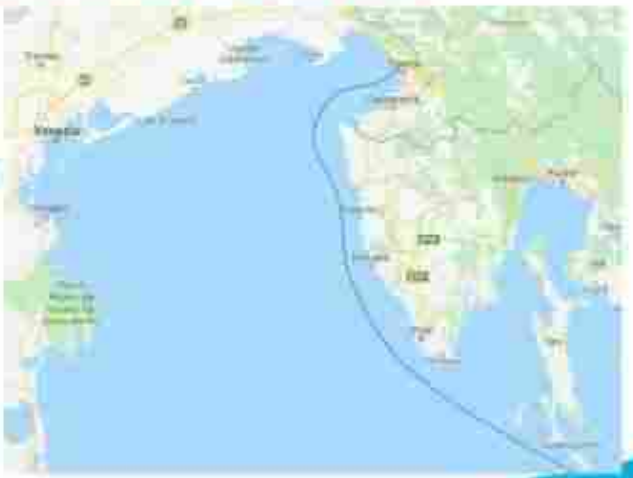
Pilot action for a maritime fast-line transport service for passengers for directly link Trieste to Region of Istria and to Primorje - Gorski Kotar County (Mali Lošinj and Susak)

Slide 17/34

Friuli Venezia Giulia Pilot n.1

MAIN GOAL:

Extend the existing summertime line to connect Trieste directly to Istria and to Primorje Gorski Kotar County, linking after many years Trieste to Mali Lošinj and Susak, including a day dedicated to the new line in the weekly schedule.



Slide 18/34

Friuli Venezia Giulia Pilot n.1

MAIN CHALLENGES:

The market offers of maritime lines connecting Italy, Slovenia and Croatia are poor and not satisfactory;

Activate a maritime lines service during the summer is fundamental in order to tackle relevant congestion and pollution problems faces these cross boarders areas during the summer period;

Since 2004, Regional public authority provide their financial and institutional support in order to activate such a services. A specific legislative and policies framework was defined.

Slide 19/34

Friuli Venezia Giulia Pilot n.1

Design of the new line: main steps

1. Checking with Liberty Lines and stakeholders the feasibility of the new destinations;
2. Defining an appropriate sailing schedule in agreement with the two Croatian counties.

Slide 20/34

2018 sailing schedule

LIBERTY LINES

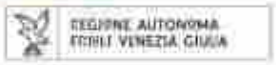
Trst - Istra - Mali Lošinj

Red plovidbe za 2018. godinu

u razdoblju od 28.06. do 09.09.

Ponedjeljak			Utorak	Srijeda			Četvrtak			Petak			Subota & Nedjelja		
LUKA		VRIJEME		LUKA		VRIJEME	LUKA		VRIJEME	LUKA		VRIJEME	LUKA		VRIJEME
Trst	o.	09:00		Trst	o.	08:30	Trst	o.	09:00	Trst	o.	09:00	Trst	o.	09:00
Pula	d.	11:15		Rovinj	d.	10:00	Poreč	d.	10:00	Rovinj	d.	10:30	Piran	d.	09:30
	o.	11:25			o.	10:10		o.	10:10		o.	10:40		o.	09:40
Mali Lošinj	d.	13:15		Piran	d.	11:20	Piran	d.	11:00	Mali Lošinj	d.	12:40	Poreč	d.	10:30
	o.	16:15			o.	11:30		o.	11:10		o.	16:50		o.	10:40
Pula	d.	18:05		Trst	d.	12:00	Trst	d.	11:40	Rovinj	d.	18:50	Rovinj	d.	11:10
	o.	18:15			o.	17:00		o.	17:00		o.	19:00		o.	18:00
Trst	d.	20:30		Piran	d.	17:30	Piran	d.	17:30	Trst	d.	20:30	Poreč	d.	18:30
					o.	17:40		o.	17:40					o.	18:40
				Rovinj	d.	18:50	Poreč	d.	18:30				Piran	d.	19:30
					o.	19:00		o.	18:40					o.	19:40
				Trst	d.	20:30	Trst	d.	19:40				Trst	d.	20:10

o.= odlazak
d.= dolazak



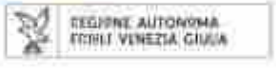
Friuli Venezia Giulia Pilot n.1

2018 overall main results:

Total Passengers Numbers		
2018	TOT. Embarked passengers	TOT. Disembarked passengers
Trieste	5.034	5.079
Piran	1.849	1.736
Poreč	963	856
Rovinj	1.994	2.185
Pula	152	153
Mali Lošinj	535	518
TOTAL	10.527	10.527

MOSES line main results:

MOSES LINE		
2018	TOT. EMB.	TOT. DIS.
Trieste	1247	1134
Rovinj	447	576
Pula	152	153
Mali Lošinj	535	518
TOTAL	2381	2381



Slide 23/34

Slide 24/34

Partnership

LP- Istituto Trasporti e Logistica, Bologna, Italia	PP01 - Agenzia Regionale per le Attività Produttive, Villanova di Cepagatti (PE)	*PP02 Regione Autonoma Friuli-Venezia Giulia, Trieste, Italia (WP5)*	PP03 Venice International University, Venezia, Italia
PP04 HZ Passenger Transport, Zagreb, Croatia (WP3)	*PP05 Intermodal Transport Cluster, Rijeka, Croatia (WP4)*	PP06 Regione Emilia-Romagna, Bologna, Italia	*PP07 Central European Initiative, Trieste, Italia (WPC)*
	PP08 Istrian Development Agency, Pula, Croatia	PP09 Città Metropolitana di Venezia, Mestre, Italia	

Slide 25/34

ICARUS in a nutshell

- Objective: create new intermodal solutions taking in consideration passengers' mobility needs and allowing the maximum level of flexibility for users.
- Promotion of intermodal connections in the Adriatic Ionian Region
- Focus on innovative technologies to adapt smart mobility, sustainable multimodal and seamless transport solutions, pilot/test actions
- ICARUS is a policy and authorities targeted project

1st January 2019
30th June 2021

2.2 M€

Slide 26/34

Approach of the project

- Implementing MaaS concept: citizens should be allowed to get from A to B using different means of transport.
- Integrated and intelligent technological system, e.g. integrated billing system.
- Pilot & testing

ICT/Maas

- Transport services and facilities to foster multimodality
- Harmonization of timetables of different public transport means will also represent a key project topic.

Transport services and Multimodality

- Actions and strategies for a behavioural change which complement services development and integration.
- Only with behavioural changes actions, the project can achieve its results
- Behavioural change campaigns

Behavioural Change

Slide 27/34

Challenges

- **Bottlenecks** in multimodal connections and governance
- **Lack of efficient multimodal networks** (road, rail, air, water transport), as well as low connectivity and mobility of peripheral areas
- **Link** in the transport chain which integrates intermodal transport with technological solutions and changes behaviours

Slide 28/34

Objectives (1/2)

- Objective 1: **ICARUS activates a transnational policy learning dialogue and improves the awareness** of private transport operators and users in order to foster a behavioural change and create the conditions for a mobility concept change.
- Objective 2: **change mobility behaviours**, by educating people about sustainability related issues and enhancing the sense of community as a consequence of the use of intermodal transport solutions and sharing mobility.

Slide 29/34

Objectives (2/2)

- **Objective 3**: Long-term vision & regional policy planning in intermodal mobility
  - ICARUS will deliver improved policy making for intermodal seamless mobility planning in the area.
- ICARUS will develop a transnational process of roll-out and transfer of its results and build a transnational strategy for intermodal seamless solutions

Slide 30/34

Main expected results of the project

Improvement of capacities of the public sector & related entities for low-carbon intermodal mobility in the project area.

- Improving passengers intermodal connections in and between the territories of the Programme area
- easing the sustainable transport integration of the coastal and hinterland areas
- boosting existing or new maritime connections among the Italian and Croatian coasts by raising the level of service of ports land side
- Fostering behavioral change of transport users and increasing the use of intermodal low carbon transport solutions
- creating seamless multimodal and environmental friendly intermodal transport solutions

Pilots & Case study (1)

FVG
a) intermodality bike-train development from hinterland to the coast in FVG
b) Cross-border bike&bus service to connect Parenzana and CAAR cyclepaths

ARAP
Infomobility and integrated ticketing, real time check in and tracking for passengers

CMVE
Fostering bike-bus-train-ferry intermodality in coastal areas and related hinterland

RER
Dynamic travel planner for seamless intermodal solution

Pilots & Case study (2)

VIU Blue-train-ferry transnational Corridor in north Adriatic axis

HŽPP *Integrated ticket system in HR:* ticket price, integrated intelligent ticketing systems, web/mobile applications and connecting software systems

IDA Sustainable intermodal solutions between coast and hinterland area in Istria with main focus on bike and train

KIP Boosting intermodal solutions through ICT Web/mobile application for the promotion of intermodal passenger transport

interreg Italy - Croatia

ITL

Slide 33/34

Thank you for your attention!

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Massimiliano Angelotti

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040 3774720
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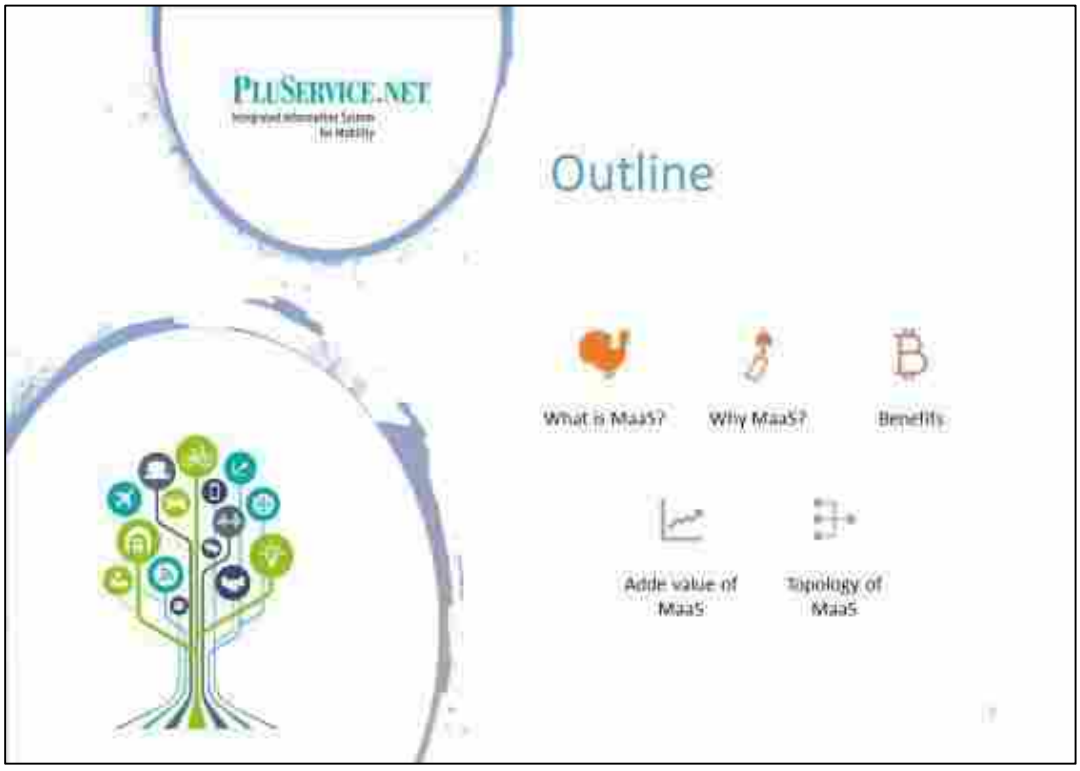
interreg Italy - Croatia

REGIONE AUTONOMA FRIULI VENEZIA GIULIA

Slide 34/34

2.5.4 The role of Mobility as a Service [Daniela Vasari]

Slide 1/12



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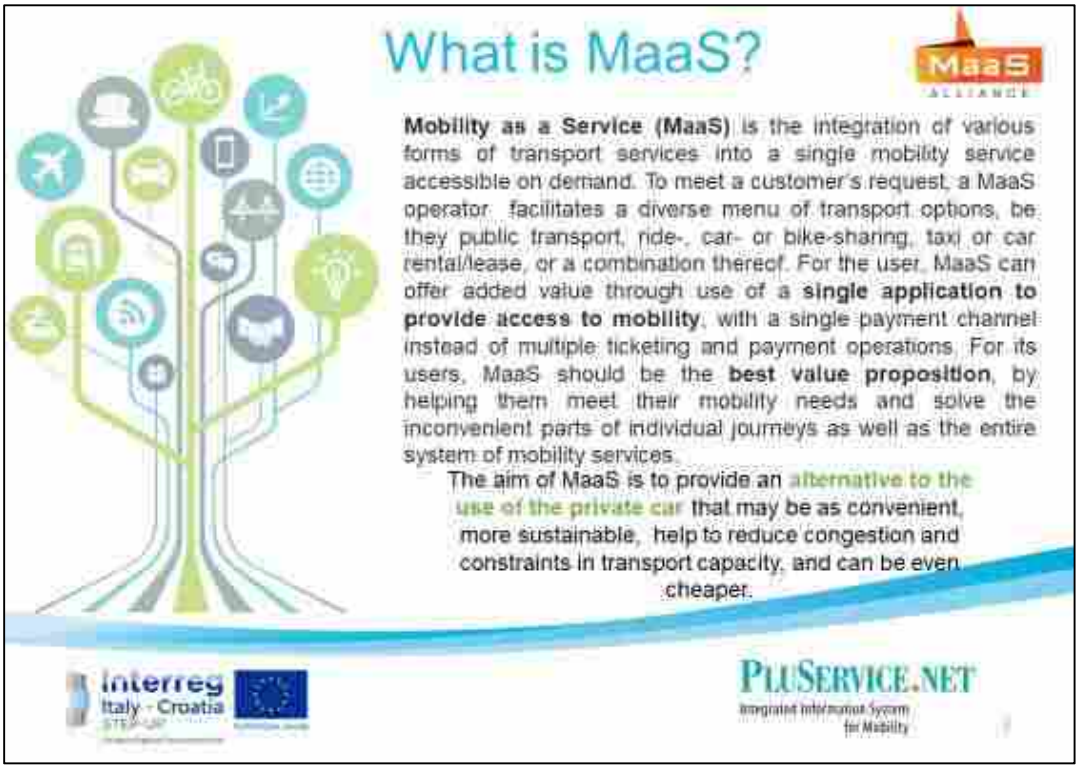

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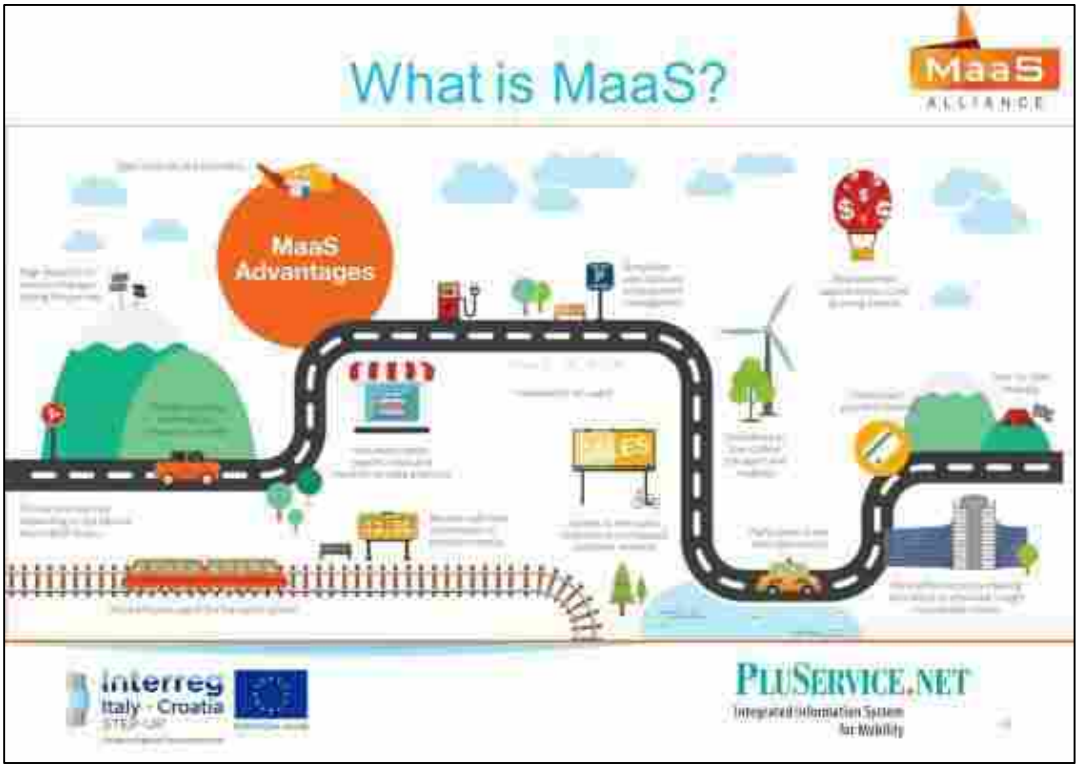

Slide 4/12

Why MaaS?

- Cities are growing and traffic problems increase
- New modes of transport & mobility services are emerging
- Transport demand is changing
- Techological development, increased Internet usage
- MaaS can offer new ways and means for better mobility everywhere

Tailored mobility services

Pay as you go

New markets

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Benefits

There are many benefits of MaaS for users, the public sector and businesses:

Users

Developed, personalised and smart mobility services reflecting users' diverse needs

Seamless transport services that function well and provide easy access to mobility, strong user orientation, high-quality services and competitive pricing

Public sector

Information and communications technology (ICT) improves the effectiveness of the whole transport system. Benefits include being able to allocate resources efficiently based on a user's real needs, creating new businesses and jobs, improving the management of traffic incidents, and having a more reliable transport system through advanced data

Businesses

MaaS is a profitable market for new transport services. Renewed opportunities for the traditional transport and infrastructure business sectors are part of innovative service concepts and cooperation.

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Added value of MaaS

MaaS does not just involve the integration of mobility. In many cases, MaaS entails the introduction of new forms of transportation, such as bicycle sharing and car sharing, or innovative forms of demand-responsive transport, supplementary to the existing range of public transport systems, booking and payment systems.

Ref. Netherlands Institute for Transport Policy Analysis (KiM)

Typology of Mobility-as-a-Service

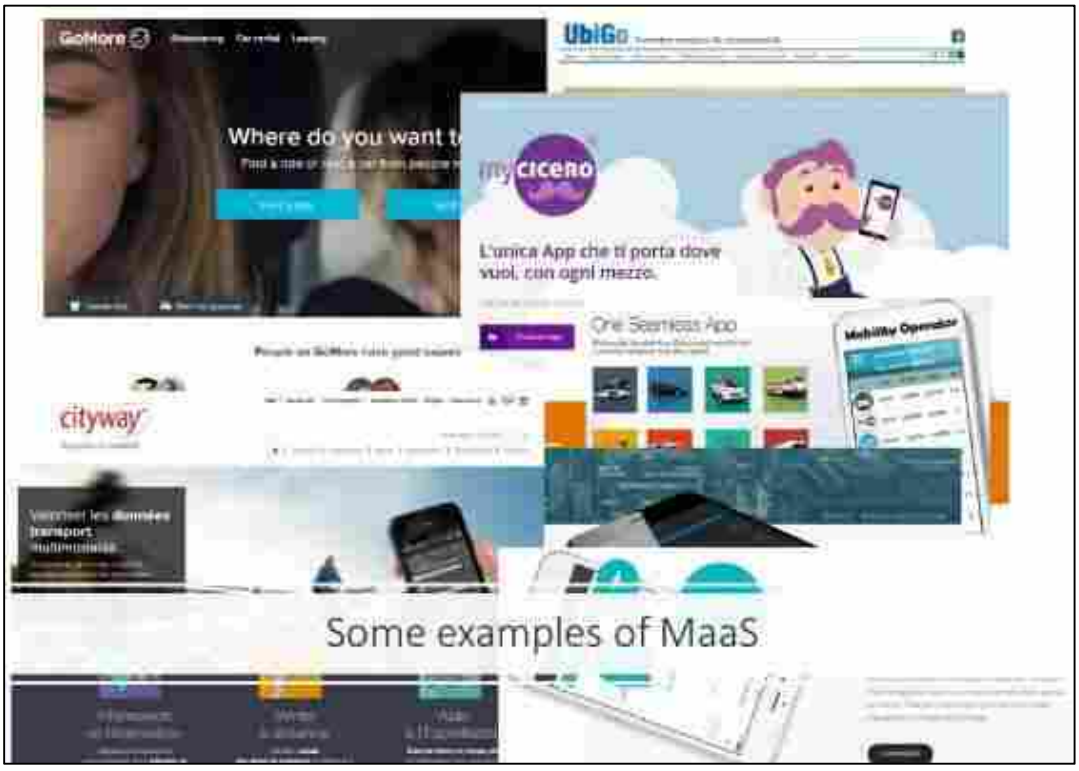
Typology of **Mobility-as-a-Service** with levels (left) and examples (right) *(derived from Sochor et al. 2017)*.

4	**Integration of societal goals** Policies, incentives, et cetera	
3	**Integration of services offered** Bundling passes, contracts, et cetera	UbiGo, whim, ...
2	**Integration of booking and payment** Single trip – find, book, and pay	moovit, Qixxit, Google, lyft, Hertz, sunfleet
1	**Integration of information** Multi-modal travel planner, price information	
0	**No integration**	

Typology of Mobility-as-a-Service

Examples of MaaS initiatives by level of integration
(derived from Sochor et al. 2017)

Slide 9/12



Slide 10/12

Documentations and Links

- https://maas-alliance.eu/
- https://maas.guide/
- https://en.wikipedia.org/wiki/Mobility_as_a_service

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Thank you for your attention!

Daniela Vasari

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2.5.5 Electro-mobility integrated into transport and mobility networks [Maria Pia Fanti]

Slide 1/33

Slide 2/33

Two in progress European H2020 projects for eletromobility

Call identifier: H2020-GV-2015

NeMo: Hyper –Network for Electro Mobility

EC funding: 7836827.04 €

Duration: October 2016 – September 2019

5 test sites

1 cross-country demonstration

Supported by eMI3,EUCAR, BMW Group

Slide 3/33

Two in progress European H2020 projects for eletromobility

Call identifier: H2020-GV-2017

ELVITEN: Electrified L category Vehicles Integrated into Transport and Electricity Networks

EC funding: 7,840,648.75 €

Duration: November 2017 – October 2020

Demonstrations in **Six** European Cities

Slide 4/33

NeMo Strategic Objectives

- Develop a **Hyper-Network** for the provision of seamless and interoperable electromobility ICT services (for all users and actors)
- Create **Common Information Models** for objects, data and services
- Introduce a set of **ICT interfaces**, to facilitate the communication and data access for all actors
- Develop a **Core system** capable of providing ICT services
- Develop a set of **horizontal services** to facilitate the creation of innovative and smart services
- Develop a **pan European eRoaming framework**
- Develop **new business models** and scenarios for all actors

Slide 5/33

Actors in the Hyper-Network

Slide 6/33

ELVITEN Strategic Objectives (1)

- Develop **replicable usage schemes** of EL-Vs for owners, sharers and light goods deliverers based on the deployment of :
  - EL-Vs **innovative parking and charge services** (including e-charging hubs, integration of public and private charge points in Brokering service , interoperable eRoaming platform)
  - EL-Vs **sharing and rental services**
  - **Support ICT tools to facilitate the usage** of EL-Vs (Brokering service to book and pay, Management system for the e-charging hubs) and **support ICT tools to motivate** the usage (Serious Game app, Incentives Management Smart Card).
  - Appropriate **policies and incentives**
- Organise **long-term demonstrations** of the ELVITEN usage schemes in 6 Cities

7

Slide 7/33

ELVITEN Strategic Objectives (2)

- Create a big data bank of real driving and usage data and users' experiences and opinions
- Derive guidelines towards EL-V manufacturers and Planning Authorities
- Develop business models for EL-V sharing, rental, parking and charge services
- Demonstrate the transferability of the ELVITEN usage schemes in 50 Follower Cities or areas
- Achieve a mind-shift among users, so that they become **e-Owners**, **e-Sharers** or **e-Deliverers**, to create an **e-World**.

6

Slide 8/33

Some developed ICT tools for electro-mobility: Virtual Sensors

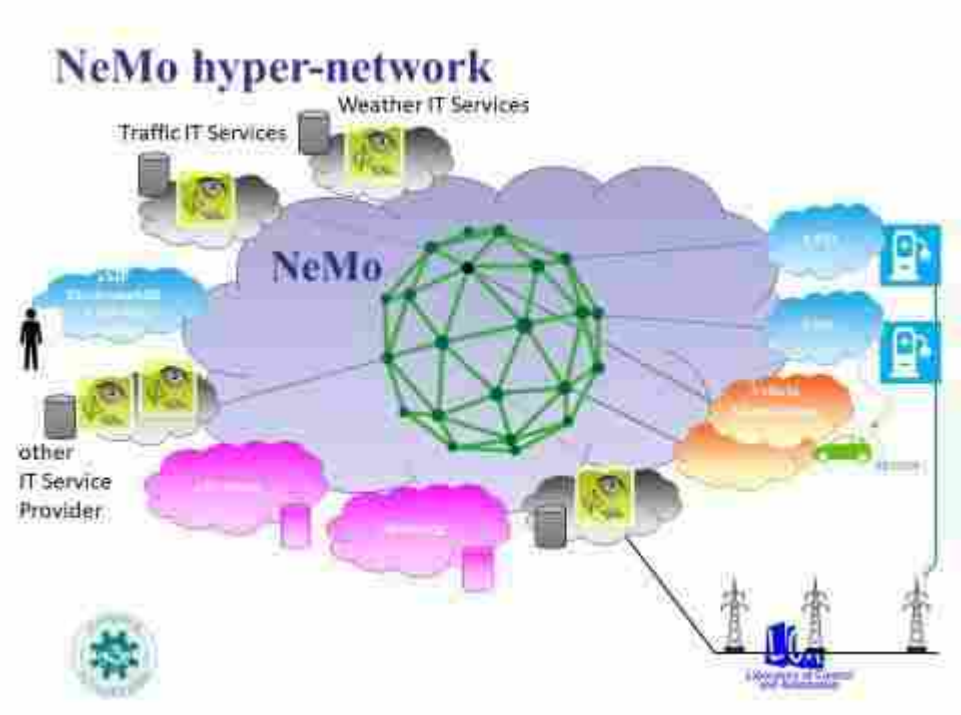
- VSs are **software sensors** that provide indirect measurements of abstract conditions, by **combining sensed data from heterogeneous physical sensors**

- **Necessary services** for EV users
- **Estimate EV parameters**, manage battery technology, vehicle control, **charging and power grid issues**, estimation of **faults**
- Ensure **vehicles stability and reliability**
- cost of sensing devices, difficulty to measure key parameters by physical sensors

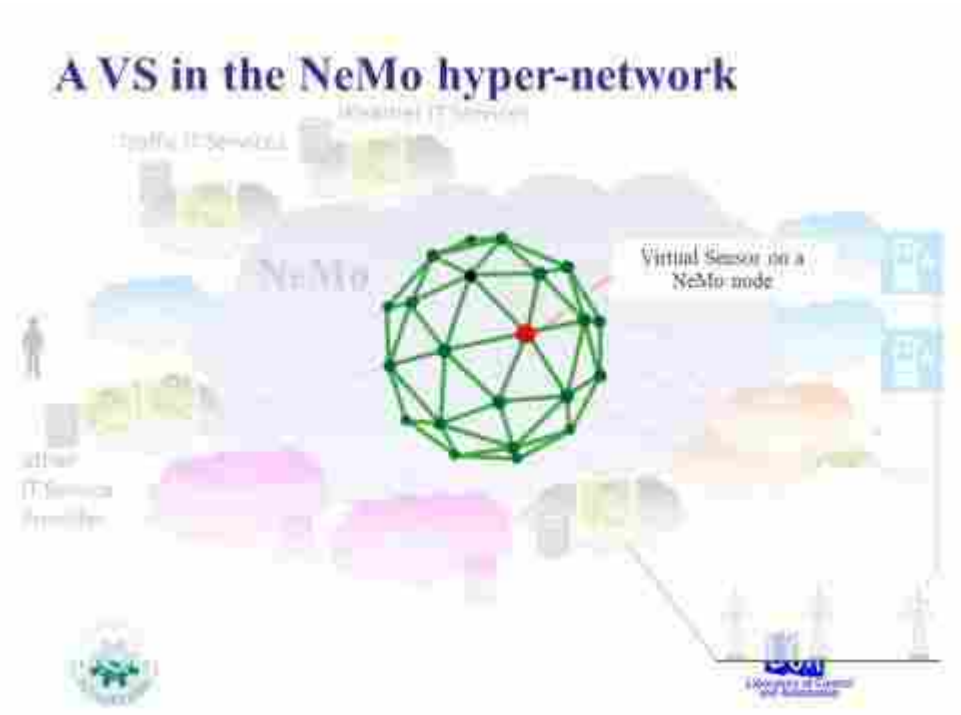
Some developed ICT tools for electro-mobility: Virtual Sensors

- A **VS logically reproduces one or more physical sensors** in the cloud platform, facilitating and increasing their functionalities, being capable of performing kinds of tasks that cannot be accomplished by physical sensors

- VSs are used in different fields of research such as **energy, healthcare, mobility**, etc., to estimate or predict information/parameters values from the distributed physical instrumentation measurements

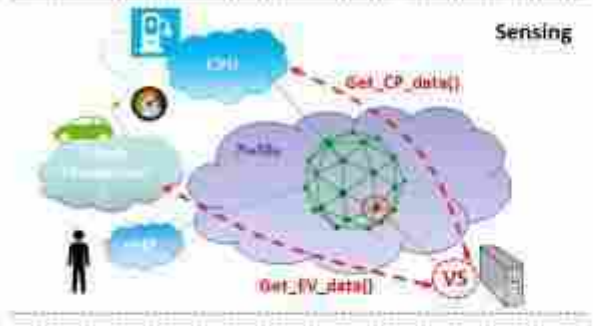


Slide 11/33



Slide 12/33

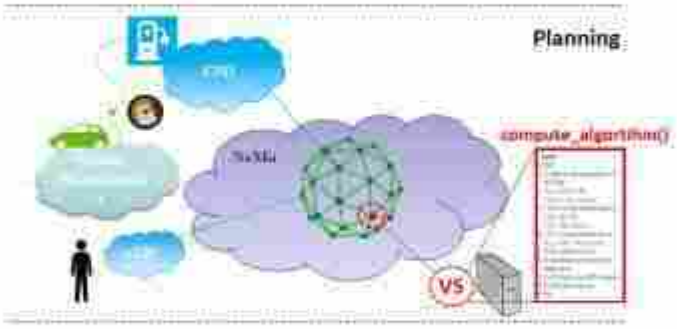
VSs implementation methodology



1° Sensing phase:

- gathering data from external data sources, wired and wireless sensors;
- data are used by internal algorithms in order to produce the VS output.

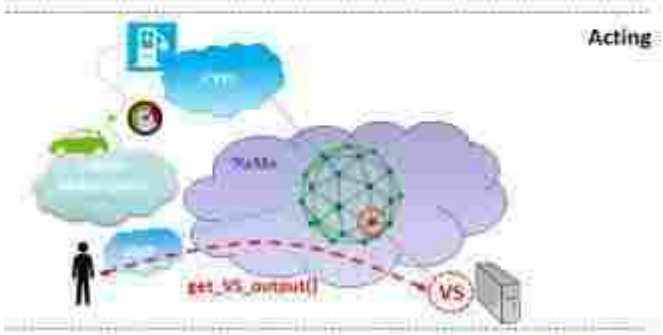
VSs implementation methodology



2° **Planning phase:** the collected data from external sources, together with the internal state of vehicle, are used to update the indirect sensing measurement.

VSs implementation methodology

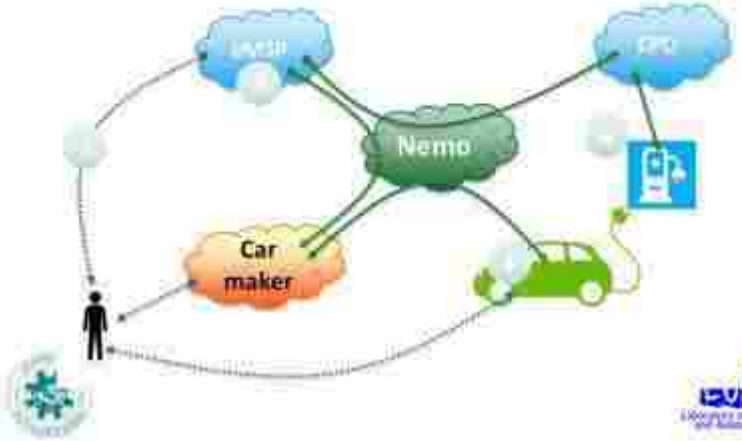
3° Acting phase: the most recent computation of the VS is asked from external users or other services, and the corresponding most updated output is delivered to them.



Slide 15/33

Virtual sensors for electromobility

- Itinerary Planning
- Charge Point Availability
- Personal Mobility Probability
- Charge Price Prediction



Slide 16/33

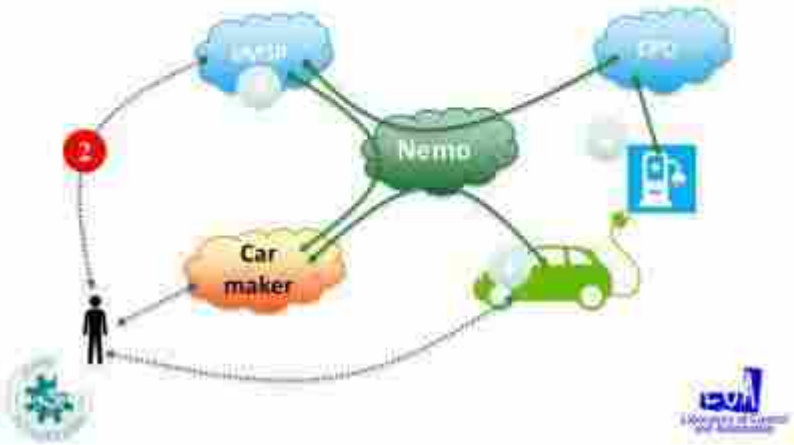
Virtual sensors for electromobility

1 Itinerary Planning

2 Personal Mobility Probability

Charge Point Availability

Charge Price Prediction



Slide 17/33

Personal Mobility Probability

- **Use statistical algorithms and past trip history data** to derive **the driver most probable routes during the next calendar day** with respective probabilities.
- Each route is a spatial-temporal path composed by the interpolation of **Point Of Interest (POI)**.
- The POI are the following:
  - Start point (SP)
  - Charge/other intermediate stops
  - End point (EP)

Each POI of the trip will be described by six values

(latitude, longitude, arrival_timestamp, departure_timestamp, arrival charge, departure charge).

Slide 18/33

Personal Mobility Probability

Output example (1/2)

Personal Mobility Probability

Output example (1/2)

Personal Mobility Probability

Output example (1/2)

Personal Mobility Probability

Output example (1/2)

Personal Mobility Probability

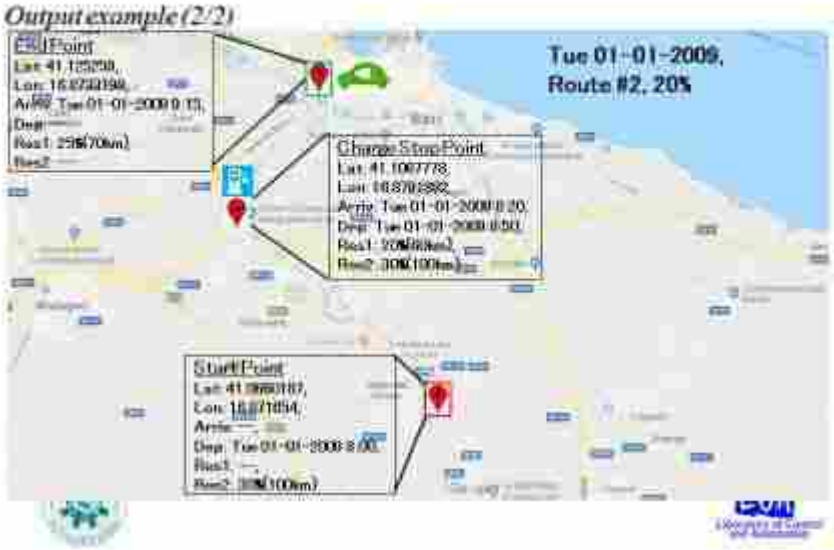
Output example (2/2)

Personal Mobility Probability

Output example (2/2)

Personal Mobility Probability

Output example (2/2)



Slide 25/33

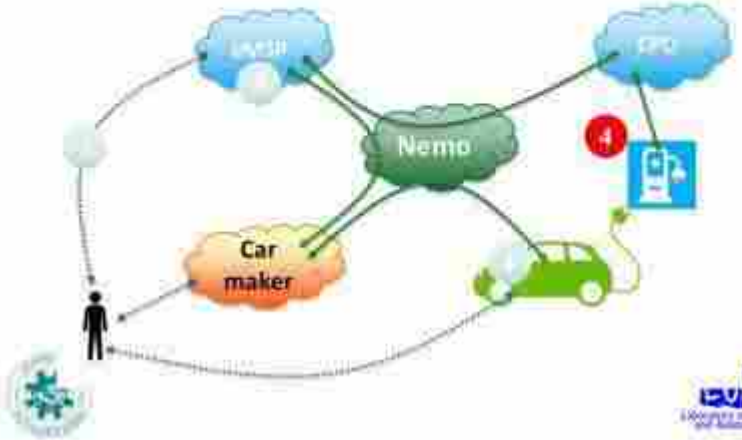
Virtual sensors for electromobility

Itinerary Planning

Charge Point Availability

Personal Mobility Probability

4 Charge Price Prediction



Slide 26/33

Charge Price Prediction

- **Provide information about charge stations** (*latitude, longitude, tariff, power, distance, status*), related to a **specific time horizon** (e.g. next 24 hours) **and the area of interest** of a given driver.
- **Predict charge session cost** for the given driver selecting a specific charge point (€).

❑ **Require:**

- Charge point dynamic status
- Charge detail record
- Charge point tariff
- Personal/Vehicle mobility need, EV position
- EV charge level
- Desired charge level

Charge Price Prediction

Output example

Charge Price Prediction

Output example

Charge Price Prediction

Output example

Charge Price Prediction

Output example

Conclusions

Electromobility for transport decarbonisation

NeMo and ELVITEN provide solutions for electromobility open problems by:

- **New services integrated with existing ICT services**
- **New networks for data and information** exchange
- **Information and data standardisation**
- New sensors and virtual sensors to **forecast demand,** optimise charging, **minimise impact** to the electric grid network

Future H2020 calls:

- improving the recharge operations
- smart charging stations

STEP-UP Training Sessions

NEW SCENARIOS ON MULTIMODAL MOBILITY

INFOMOBILITY FOR SUSTAINABLE PASSENGERS FLOW BETWEEN ITALY AND CROATIA

Thank you for your attention!!

Prof. Maria Pia FANTI

mariapia.fanti@poliba.it

2.5.6 Intermodality for a seamless solution [Giorgia Fanesi]

Slide 1/15

Slide 2/15

Intermodality

Intermodality is the door to door passengers movement by several modes of transport (more than one) where each of these modes have a different transport provider or entity responsible for them.

The aim of intermodal technology is to facilitate efficient and comfortable use of compatible transport modes.

Slide 3/15

Intermodality

Key factors

End-users	Infrastructure	Mobility Data
- Citizens - Vulnerable users - Young - Students - Tourists Conscious behavior of the users: Sustainable and green choice	Infrastructure and services help people to combine modes of transport and swiftly pass from one to another mean.	Understanding and monitoring the complete network of available transportation modes represent a major opportunity for the travelers and for businesses.

Slide 4/15

Intermodality

End-users | Infrastructure | Mobility Data

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Google transit

Intermodal system where users can search door to door travel solutions.

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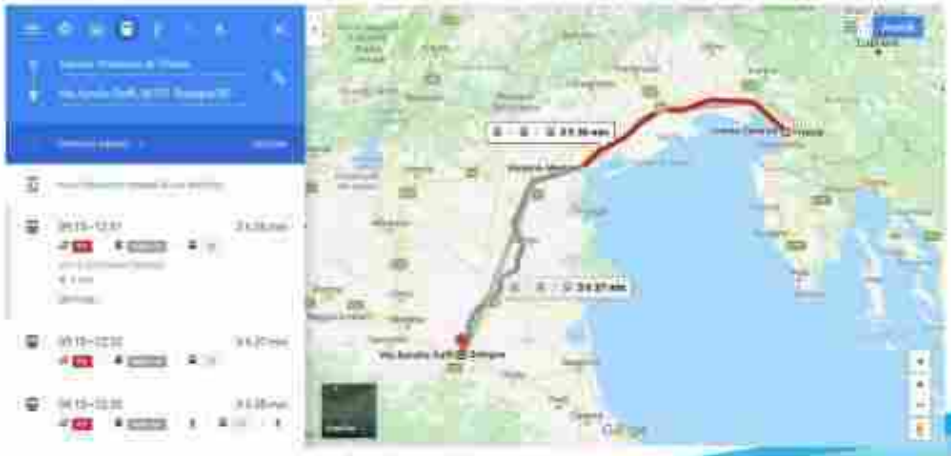
Slide 6/15

Google transit

Integration of different modes of transport: train, bus, tram, metro.



Slide 7/15

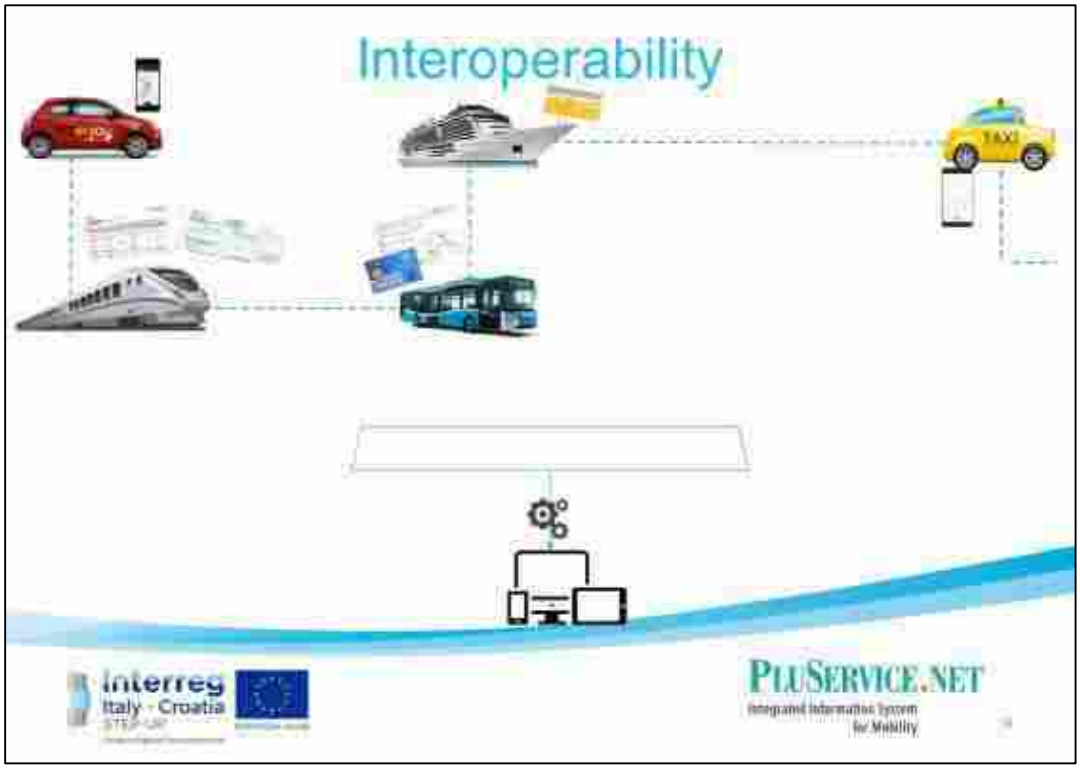
Interoperability

Interoperability, in the field of passengers transport, means that all travellers can move thanks to transport modes through one device and unique user travel experience. The scope of the interoperability is reached by the integrated services on different nature that operate together in the same environment.

The integrated services aim at making easier the requests of users:

- Travel planning solution
- Booking (related to the previously research)
- Ticket issue
- Payment
- Ticket validation

Slide 8/15



Slide 9/15

Model of integration

Scheme	Area	Integration type					Mode	Tourism services
		Ticket	Pay	ICT-IM	ICT-AT	Pack		
TfL – Oyster	London	X		X			Bus, metro, taxi, train, bike sharing, car sharing	
Moovel	Hamburg	X	X	X			Bus, tram, car rental, taxi, train	
Hannovermobil	Hanover	X	X	X			Bus, train, taxi, car sharing, car rental	
myCicero	Italy	X	X	X	X		Bus, metro, tram, train, bike sharing	Tourism information
UbiGo	Stockholm	X	X	X		X	Bus, tram, train, ferry, e-sharing, car rental, taxi	
Whim	Helsinki, Birmingham, Antwerp	X	X	X		X	Public transport, car rental, bike sharing, taxi, car sharing	

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Transport for London - Oyster

Interoperable system in a card

Slide 11/15

myCicero

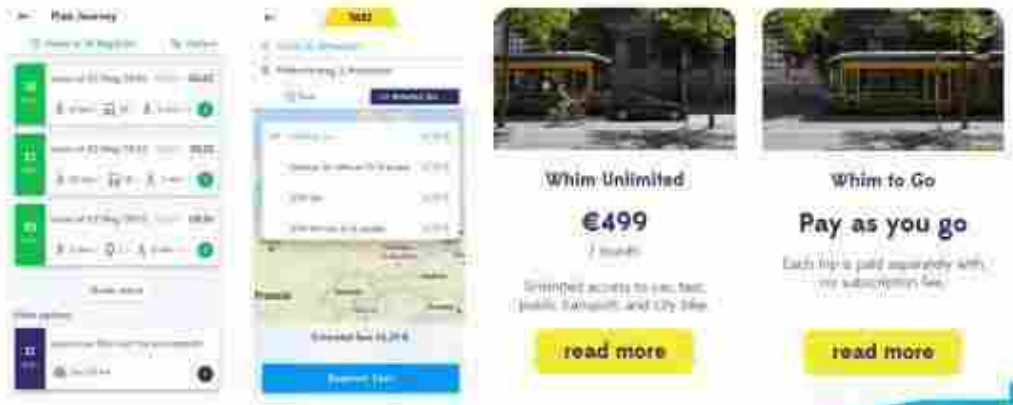
One-stop mobility shop – Example of Mobility-as-a-Service in Italy

Jumping in and out of a metro, bus, ferry, train or v-sharing and pay the right amount or the best fare calculated has become much easier for users.

Slide 12/15

WHIM

It is the most complete example of Mobility-as-a-Service because it includes mobility package.



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Impacts

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Thank you for your attention!

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2.5.7 Improving passengers' mobility, new ideas and methods to ensure sustainable mobility [Petar Mišura]

Slide 1/14

Slide 2/14

Master plan of sustainable urban mobility

- The basis for the implementation of projects in the field of transport

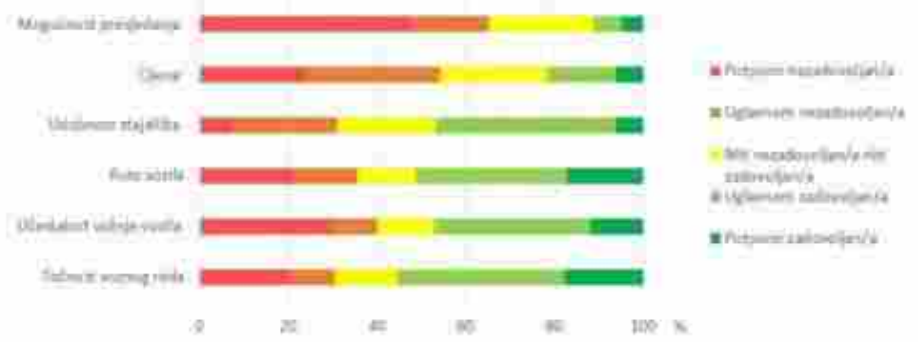
Slide 3/14

Key challenges in developing sustainable urban mobility

- Approximately 90 % of city residents do not use public bus transport
- Ship transport is characterized by poor port infrastructure and old ships (app. 40 years old)
- Lack of parking space due to special morphological structure of the city and narrow streets
- Opportunity – The development of intermodal point

Slide 4/14

Results of the survey about satisfaction of respondents in certain aspects of public transport service



Slide 5/14

How can we improve passengers mobility?

- ❑ Project UrbEco
- ❑ Urban Escalator (project desing)
- ❑ Cable cars (project idea)
- ❑ Public parking garage
- ❑ Development of intermodal point
- ❑ Cross-border cooperation projects (STEP-UP, INTERMODAL, etc.)

Slide 6/14

UrbEco

- The goal: To establish intermodal bus and ship public transport based on innovative and ecological solutions

Slide 7/14

Urban escalator and cable cars

- Modern means of transport connecting cultural and historical monuments

Slide 8/14

Project INTERMODAL

- First public bycicle system in Dalmatia
- Delivery of goods by electric vehicles in old city centre

Slide 9/14

Project STEP-UP

- All available transport data standardized in GTFS format
- The development of E-Planner for the purpose of multimodal travel planning
- Realization of pilot project: Connecting Šibenik with two international airports with direct bus lines

Slide 10/14

The development of intermodal point

- Passenger port, freight port, bus terminal, public bycicle system and railway station within 500m distance

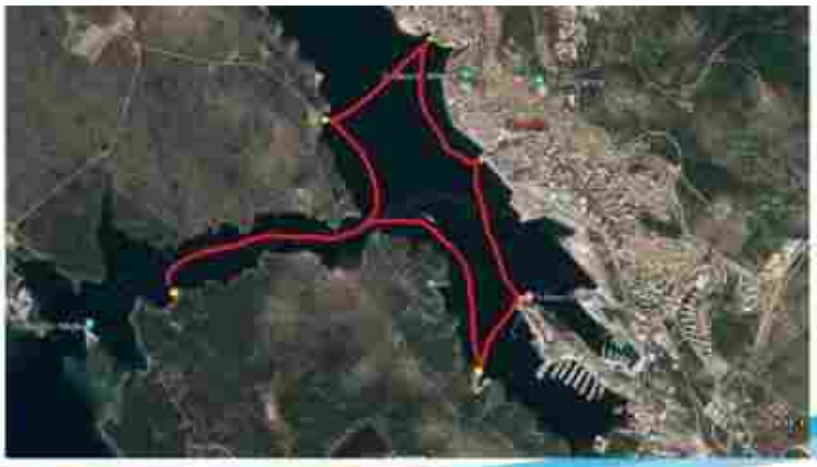
Slide 11/14

New city square „Poljana"

- Remodel of main city square „Poljana"
- Three storey underground garage
- 256 new parking spaces

Slide 12/14

City of Šibenik new pilot project: Ship line in the bay



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Thank you for your attention!

City of Šibenik
Petar Mišura

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Slide 14/14

2.5.8 Smart Cruise Destination [Sara Carciotti]

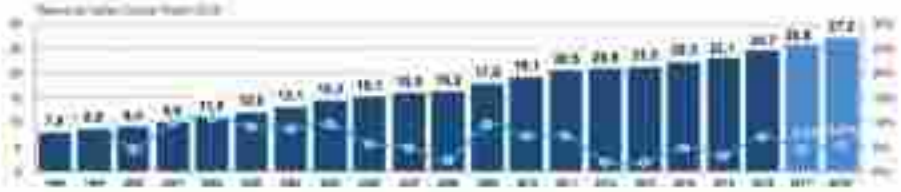
Slide 1/21

Slide 2/21

CRUISE TOURISM

Slide 3/21

WORLD CRUISE SUPPLY EVOLUTION



25.8 million cruise passengers worldwide in 2017,
30 million are estimated for 2020

Slide 4/21

Slide 5/21

Slide 6/21

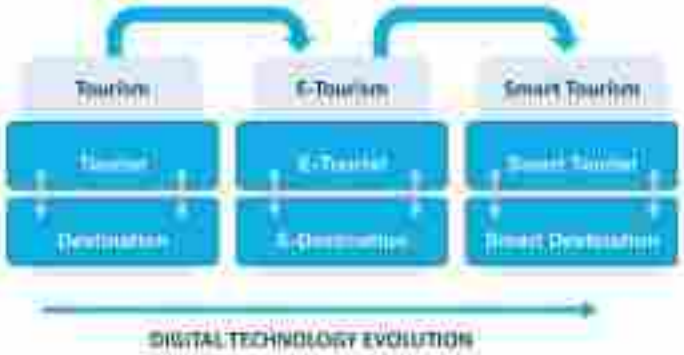
CRUISE TOURIST AND TERRITORY

HOW TO MANAGE

?

Slide 7/21

EVOLUTION IN THE TOURISM INDUSTRY



Slide 8/21

SMART CRUISE DESTINATION CONCEPT

smart CRUISE destinations

an innovative space, accessible for all, established on a cutting edge technology infrastructure which guarantees sustainable development of the land, facilitates the interaction and integration of the visitor with the surroundings and increases the quality of their experience in the destination, as well as the quality of life of residents.

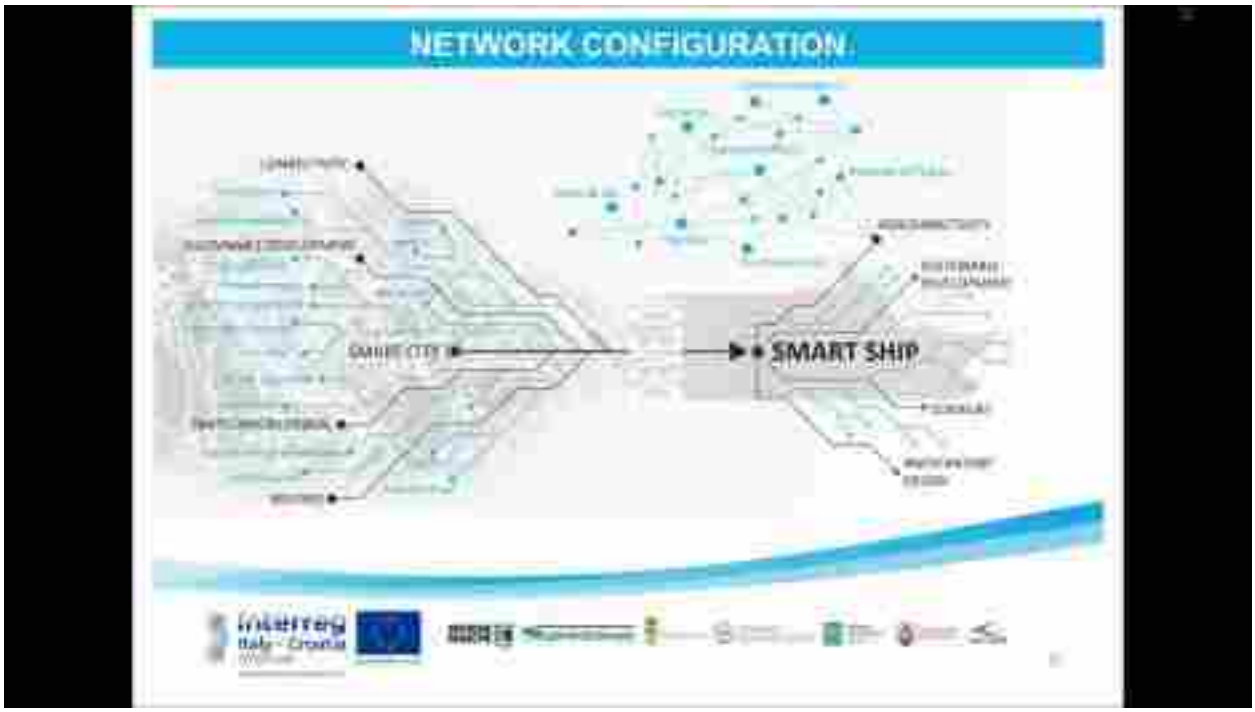
Slide 9/21

Destination is not about functions and even services

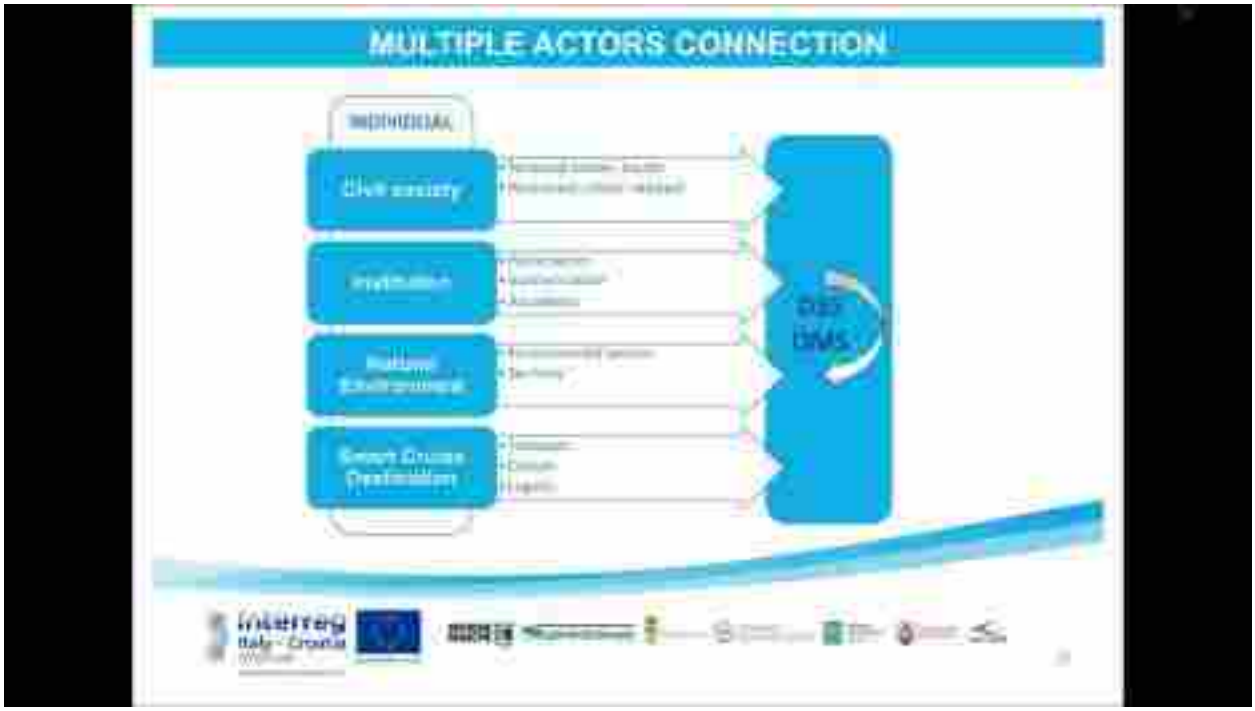
Destination itself is a service

Slide 10/21

Slide 11/21



Slide 12/21



Slide 13/21

Slide 14/21

One – access
A smart device
to control
everything

Slide 15/21

Providing
tourists with
shortcuts to
best
experiences

Slide 16/21

Locals are the new tour guides

Slide 17/21

Sustainable mobility for tourists and residents alike

Slide 18/21

Slide 19/21

Slide 20/21


THANK YOU FOR THE ATTENTION
University of Trieste
Sara Carciotti
Address: Piazzale Europa 1, Trieste, Italy
scarciotti@units.it
0039 3400534166
www.italy-croatia.eu/step-up

2.5.9 The beauty of small villages. Intermodality: the path to encounter it. [Laura Schiff]

Slide 1/10

Slide 2/10

WP5 Trieste 7 Maggio 2019 Training Sessions
Laura Schiff
Direzione generale economia della conoscenza, del lavoro e dell'impresa. Regione Emilia-Romagna

BORGHI VIAGGIO ITALIANO

BORGHI
viaggio italiano

A national project, coordinated by Emilia Romagna Region, funded by the Ministry of

It is aimed at promoting the great heritage of the in an internationally coordinated manner

The Italian Village Network has been created: it includes about 1000 villages of the 20 Regions

Slide 3/10

BORGHI VIAGGIO ITALIANO

Hundreds of small villages spread over the

Slide 4/10

THE JOURNEY TO THE VILLAGES IS THE PROBLEM

- Due to their urban layout, often of medieval origin, the small villages do not allow the reception of large numbers of cars
- The influx of private vehicles would still cause pollution problems and would ruin the atmosphere of quality of life and serenity that is their greatest characteristic
- The access roads are often narrow and steep, and not always easily accessible by bicycle
- Public transport connections are often scarce and inadequate

Slide 5/10

A POSSIBLE SOLUTION
Intermobility

- Create or increase public links between the areas of maximum tourist influx of the coast and the villages of the hinterland
- Create connections between car or bicycle park exchangers on the plains and public bus lines that reach small hill towns
- Make tourists aware of using public transport by offering them discounts and personalized offers

Slide 6/10

THE STEP-UP INITIATIVE
LA LINEA DEI BORGHI

An innovative project that allow to visit villages of the Val Marecchia from the Romagna coast by public

la linea dei BORGHI
RIMINI - VERUCCHIO - SAN LEO
FERMATA

Slide 7/10

Where: from Rimini to Verucchio and San Leo, and back

Slide 8/10

La linea dei Borghi

When

every Sunday from May 5th until June 9th
every Thursday from June 13th to September 12th

How

with a free shuttle bus available to tourists
with an email reservation and a dedicated number

Upon arrival in the villages, tourists will be welcomed by guides who will accompany them for free to visit the main places.

Slide 9/10

WP5 Trieste 7 Maggio 2019 Training Sessions
Laura Schiff
Direzione generale economia della conoscenza, del lavoro e dell'impresa. Regione Emilia-

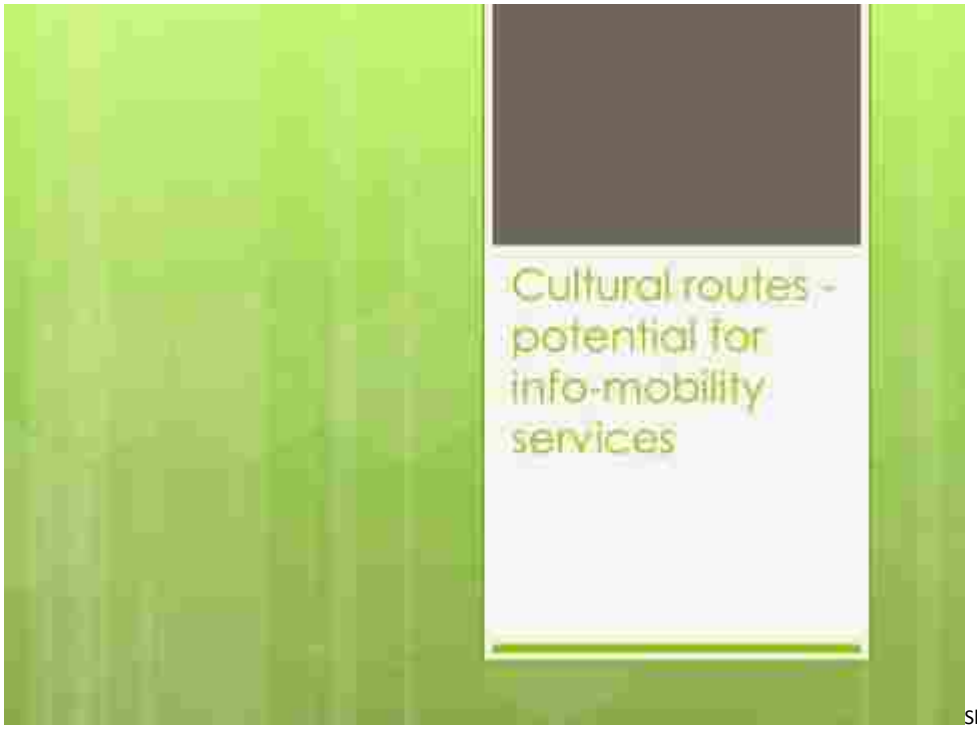
STEP – UP

A step in the right direction:

from the coast to the small villages
without car.

Slide 10/10

2.5.10 Cultural routes – potential for info-mobility services [Vanja Lipovac]



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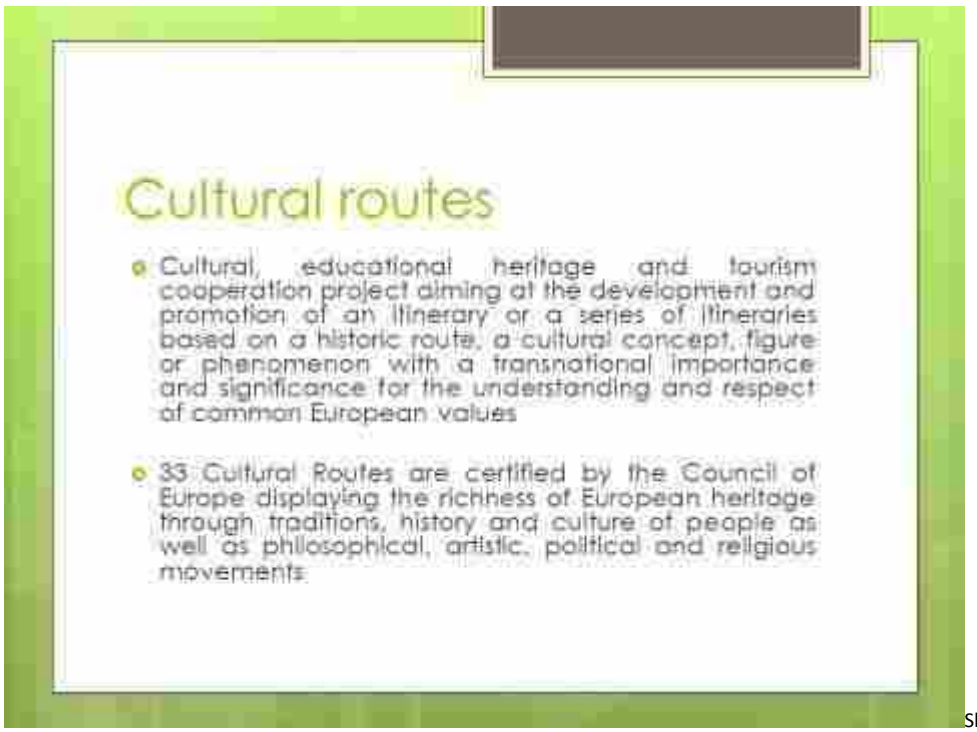


Slide 2/13

Cultural routes

- Cultural Routes have an extensive network of 735 members consisting, between others, of stakeholders from cities or municipalities, associations, sites, cultural organizations, tourism stakeholders and scientific organizations
- Stakeholders from the tourism sector such as tourism operators, tourism enterprises and tourism agencies should be added as members to increase the expertise on tourism destination management.

Slide 3/13

Slide 4/13

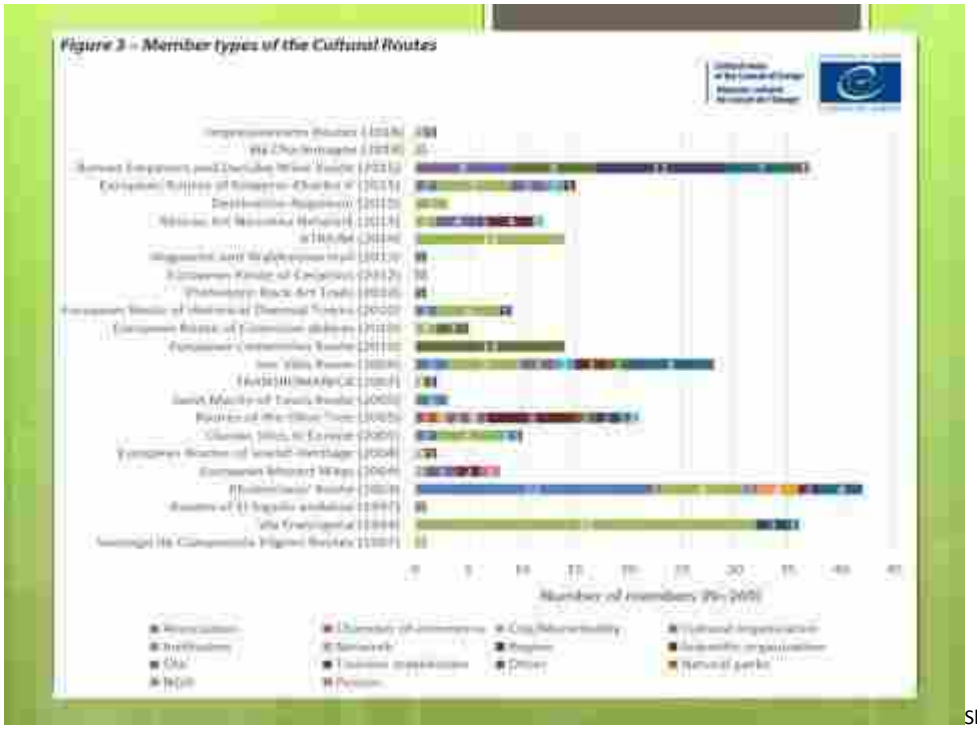
Why cultural routes?

- **Europe is the world's No 1 tourist destination** with 50% of the world's total of international tourists' arrivals and leads steady growth of 4% in absolute terms
- Cultural tourism can be described as tourism offering cultural destinations, processes and products.
- Cultural heritage is a job creator not only in the cultural heritage sector, but also in companies providing goods and services for the cultural sector

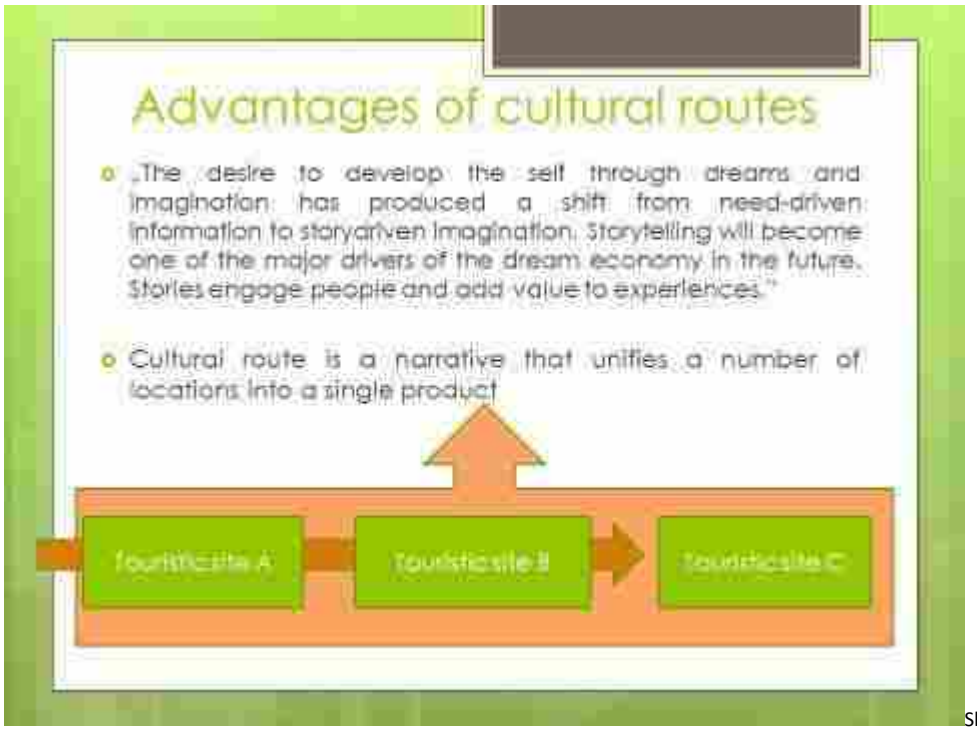
Slide 5/13

Why cultural routes?

Slide 6/13



Slide 7/13



Slide 8/13

Info-mobility services

- Info-mobility services provide an opportunity to enhance the unification of a cultural routes
- One route, one trip easily purchased at designated site
- Ease of access, responsive to tourist demands
- Info-mobility services are one of the developmental prioritites for cultural routes

Slide 9/13

Slide 10/13

Info-mobility services

- Demand for cultural tourism and cultural routes as a niche tourism on the rise: favorable touristic trends
- Supported by the EU long term strategies and touristic trends
- Available to develop from multiple positions
- Can be newly developed or integrated to existing ones

Slide 11/13

Info-mobility services

- Transport lets users consume the product, and info-mobility makes it approachable
- Cultural routes still need to be fully recognized, so promotion should be one of the priorities
- Info-mobility services still need to be fully accepted by the public and the stakeholders?

Slide 12/13


Cultural routes - potential for info-mobility services
Sources:
https://www.coe.int/en/web/cultural-routes/resources
https://rm.coe.int/1680706995
https://rm.coe.int/16808ecc0a

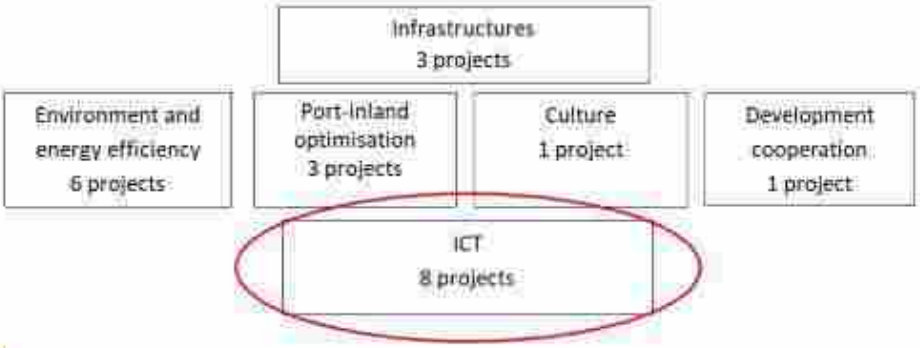
2.5.11 EU projects of the Port of Trieste: several tools for a smart port [Valentina Boschian]

Slide 1/16

Slide 2/16

Ongoing EU projects in the Port of Trieste

The port of Trieste is involved in 22 co-funded projects, for an overall budget of 126.7 mln euros and an EU contribution of 32.3 mln euros in the following domains:



Slide 3/16

ICT-related projects

Road access

Maritime access

Railway access and fast corridors

Slide 4/16

ICT EU projects of the Port of Trieste

Maritime access

Slide 5/16

INTESA

Interreg Italy - Croatia INTESA

Objective: To improve quality, safety and sustainability of maritime transport services in Italy and Croatia

Funding Programme: Interreg Italy-Croatia

Total project budget: 2,896,480 euros

Project duration: 01/2019-06/2021

Role of the Port of Trieste: electronic and smart monitoring of the natural harbour of the port of Trieste; integration of port's PSC with PMIS-2 (Port Management Information System); ferry pre-clearing

Slide 6/16

ICT EU projects of the Port of Trieste

Road access

Slide 7/16

PORTIS

Objective: to design, demonstrate and evaluate integrated sets of sustainable mobility measures in five major port cities on the North Sea (Aberdeen and Antwerp), the Mediterranean Sea (Trieste), the Black Sea (Constanta), and Baltic Sea (Klaipeda).

Funding Programme: H2020

Total project budget: 17,678,400 euros

Project duration: 09/2016-08/2020

Role of the Port of Trieste: development of an ICT control system to regulate the road access to the port area, controlling traffic generated in the port, thanks to increased inter-operability with the port terminals

Slide 8/16

Ursa Major neo

URSA MAJOR neo

Objective: to integrate IT systems of motorways and ports as to monitor and plan more efficient routes for freight transport

Funding Programme: CEF

Total project budget: 150 mln euros

Project duration: 02/2017-12/2020

Role of the Port of Trieste: management of the transit permits, interoperability with DATEX II development of an interoperable system with Italian motorway concessionaires to exchange data about the locations of trucks between the border with Austria and the Port of Trieste

Slide 9/16

ICT EU projects of the Port of Trieste

Railway access and fast corridors

Slide 10/16

AlpInnoCT

Objective: to improve processes and cooperation in combined transport networks and to integrate innovative approaches fostering modal shift from road to rail

Funding Programme: Interreg Alpine Space

Total project budget: 3,088,271.93 euros

Project duration: 11/2016-10/2019

Role of the Port of Trieste: Data exchange with RUs concerning: position of the wagon in the train, wagon number, container plate number, type of good, semi-trailer/container, mass, tare, unladen weight, gross mass, seal number, integration with PIL SSH

PROMARES

Objective: to enhance cross-border maritime and multimodal freight between Italy and Croatia through the use of ICT

Funding Programme: Interreg Italy-Croatia

Total project budget: 2,778,200 euros

Project duration: 01/2019-06/2021

Role of the Port of Trieste: enhancing international fast corridor; feasibility study for the extension of Sinfomar to the Port of Monfalcone

SMARTLOGI

Objective: To enhance the operational and institutional cooperation between Italy and Austria as to increase modal shift of freight from road to rail, thus decreasing the environmental impact of freight transport

Funding Programme: Interreg Italy-Austria

Total project budget: 1,300,000 euros

Project duration: 01/2018-12/2019

Role of the Port of Trieste: creation of a logistic corridor between the Port of Trieste and the RRT of Fürnitz, data exchange related to train composition as to fasten train entry/exit and custom clearance

Slide 13/16

COMODALCE

Objective: to enhance coordination of multimodal freight transport stakeholders in Central Europe through innovative ICT solutions

Funding Programme: Interreg Central Europe

Total project budget: 1,959,750 euros

Project duration: 04/2019-03/2022

Role of the Port of Trieste: upgrade of the train module of the PCS with the full digitisation of the railway consignment note, as well as the component related to the controls of the Customs Agency and Finance Police as to streamline rail cargo flows

Slide 14/16

FENIX

Objective: Establish a federated network of transport and logistics actors across Europe, enabling sharing of information and services needed to optimise TEN-T corridors from economic, environmental and asocial perspectives.

Funding Programme: CEF

Total project budget: 60,863,464 euros

Project duration: 04/2019-03/2022

Role of the Port of Trieste: Sharing with the FENIX federative platform the available data from Sinfomar PCS regarding the relevant services, guaranteeing reliability and in a seamless way; upgrade of an international fast corridor with Austria

15

Slide 15/16

Thank you for your kind attention!

Valentina Boschian

vboschian@porto.trieste.it
+39 040 6732462

Area Porto Digitale
Autorità di Sistema Portuale del Mare Adriatico Orientale

Slide 16/16

3. I Training Session: 7 May 2019

3.1 Venue

The first training session took place on the 7th of May 2019. The chosen venue was Savoia Excelsior Palace, Riva del Mandracchio 4, Trieste. The Savoia Excelsior Palace Hotel is an historical building, and a very high quality hotel. It is placed on the seaside facing the sea, in the very centre of Trieste, very close to the main square and the townhall. PP3 considered this venue for the prestige it would give to STEP-UP project and the meaning of the historical relevance, connected to the sea and travelling (it also faces the Maritime Station).

For the session UNITS rented a room with wi-fi, a service for projecting the presentations, for monitoring the audio quality and some technicians to follow the entire realisation and who shot a video for documenting the conference.

3.2 Agenda

At the arrival, the audience was offered a welcome coffee during the registration operations.

The conference was introduced by a brief introduction and the greetings from the scientific tutor for STEP-UP at the University of Trieste, Professor Fulvio Babich. Two institutional greetings were given by the assessor for Tourism of the Municipality of Trieste, ms. Francesca De Santis and by the Consul of Croatia in Trieste, mrs. Gordana Simic.

The speeches were divided in two parts, divided by a coffee break.

In the agenda sent by PP3 to the partners, partners found useful information on the venue location and were offered further assistance when needed.

Below some pictures from the conference:

Below the final agenda proposed:

interreg
Italy - Croatia

STEP-UP Training Sessions – Final Agenda

NEW SCENARIOS ON MULTIMODAL MOBILITY

Savoia Excelsior Palace Hotel – Trieste, 7th May 2019

09:00 – 09:00	Registration of participants and Welcome Coffee
09:00 – 09:15	**Welcoming on behalf of University of Studies of Trieste**
09:15 – 10:15	
10:15 – 10:30	
10:30 – 10:45	
10:45 – 11:00	
11:00 – 11:15	
11:15 – 11:30	Coffee Break
11:30 – 11:45	
11:45 – 12:00	
12:00 – 12:15	
12:15 – 12:30	
12:30 – 12:45	
12:45 – 13:00	
13:00 – 13:15	Closing remarks

European Regional Development Fund

VENUE

Hotel Savoia Excelsior Palace

Riva del Mandracchio, 4, 34124 Trieste TS

+39 040 77941

Note on accommodation: the chosen venue is placed in the main centre of Trieste. In the surroundings of the venue there are several hotel and B&Bs of any level. Since the SIC Meeting is approaching and the season will be almost high, we recommend to book an accommodation as soon as possible. We can give further assistance when needed.

Contacts:

Professor Walter Ukovich [illegible]
Margherita Cipriano [illegible]
Paolo Ferrari [illegible]
Chiara Gelmini [illegible]

3.3 Attendance I Training Session


STEP-UP I Training Session


STEP-UP I Training Session

3.4 Dissemination

3.4.1 Publication on University of Trieste official website

3.4.2 Press Release I Training Session

Il DIA – Dipartimento di Ingegneria e Architettura dell'Università degli Studi di Trieste organizza la conferenza:

STEP-UP: NEW SCENARIES ON MULTIMODAL MOBILITY
INFOMOBILITY FOR SUSTAINABLE PASSENGERS' FLOW BETWEEN ITALY AND CROATIA
Nuovi Scenari sulla Mobilità Multimodale.
Info-mobilità per un flusso passeggeri sostenibile tra Italia e Croazia

che si terrà il giorno **martedì 7 maggio 2019**, dalle ore 9:00 alle ore 13:00, presso il **Savoia Excelsior Palace**, Riva del Mandracchio 4, Trieste.

[illegible]

[illegible]

[illegible]

Università degli Studi di Trieste
Dipartimento di Ingegneria e Architettura
[illegible]

3.4.3 Publication on Smartlogi website – German/Italian

3.4.4 Article from Il Piccolo (05/05/2019)

Una piattaforma online per viaggiare "sostenibile"

4. I Training Session: Questionnaire

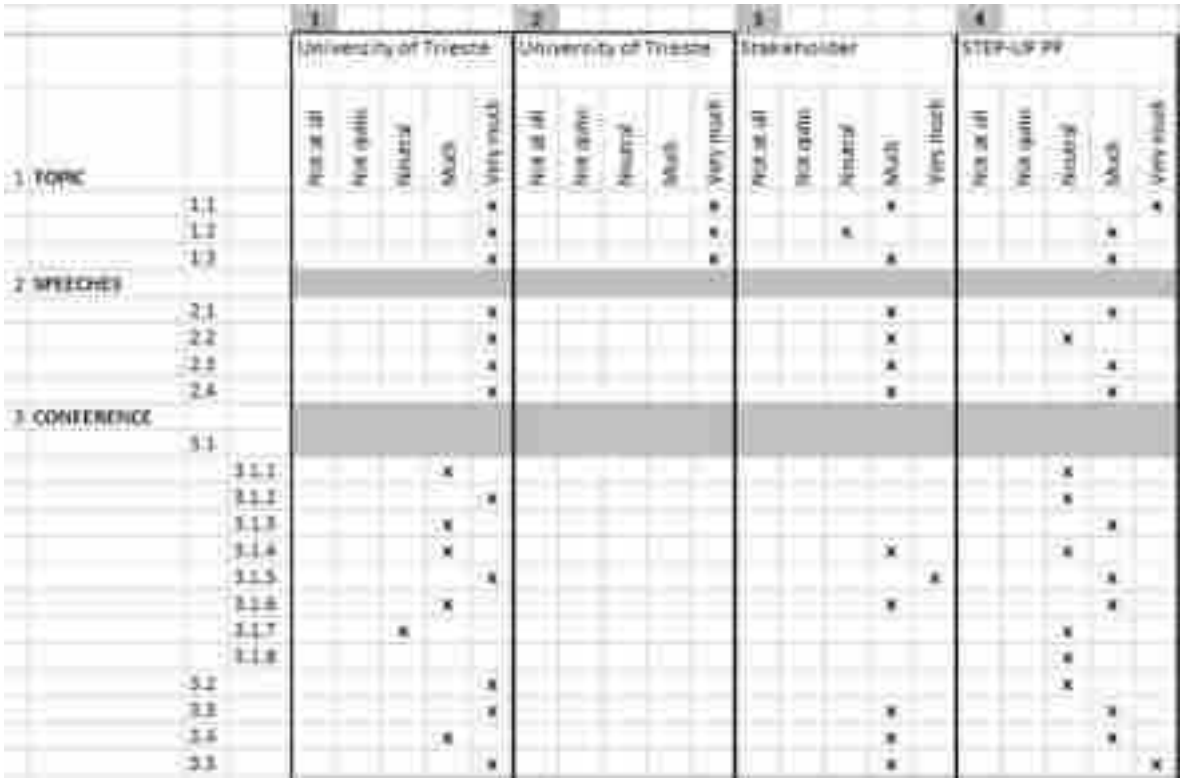
During the preparation of the first training session a questionnaire previously designed has been distributed to the audience. The questionnaire was printed on paper was distributed at the registration desk to those present to the conference room and collected at the end of the conference or at their departure. In this way the participants could quickly view the questions and formulate a response idea following the conference.

The results obtained from the first training session questionnaire gave a useful feedback in regards of the organization of the next sessions.

Follows the list of questions proposed to the audience of the First Training Session. For each question the audience was asked to express a preference according to the given assessment grid.

After the list of the proposed questions follows the answers given by the conference participants. Note that each question is marked with a bulleted number. while consulting the answers, refer to it.

		Assessment grid	Not at all	Not quite	Neutral	Much	Very much
1	**TOPICS**						
	1.1	The topics were relevant to me					
	1.2	I was familiar with the proposed topics					
	1.3	The topics offered a good overview on issues related to Passengers' flow					
2	**SPEECHES**						
	2.1	The material used for the presentations was coherent and clear					
	2.2	I would find it useful to have the presentations material available for future consultation					
	2.3	The presentations were coherent with the title and the topic					
	2.4	The presentations met my expectations					
3	**CONFERENCE**						
	3.1	The conference contributed to deepen my knowledge on the topics:					
	3.1.1	Multimodality					
	3.1.2	European projects on mobility					
	3.1.3	New scenaries on mobility (Maas, Electro-mobility…)					
	3.1.4	Info-mobility					
	3.1.5	Sustainable Tourism					
	3.1.6	ICT Tools for Tourism					
	3.1.7	E-Planning Platforms					
	3.1.8	Other					
	3.2	I think these topics should be more disseminated					
	3.3	After the conference my knowledge on the covered topics has improved					
	3.4	I am involved in these topics (e.g. in daily life/at work)					
	3.5	The conference has been well organised					
	General assessments:						
	4.1	Which topic was of major interest?					
	4.2	Which elements of the presentations could be enhanced? (e.g. the quality of presentations, technical aspects, …)					
	4.3	Which topics would you like to be deepened further in the next Training Sessions?					


1
University of Trieste
2
University of Trieste
3
Stakeholder
4
STEP-UP PP
1. TOPIC
1.1
1.2
1.3
2. SPEECHES
2.1
2.2
2.3
2.4
3. CONFERENCE
3.1
3.1.1
3.1.2
3.1.3
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3.1.5
3.1.6
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3.1.8
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3.4
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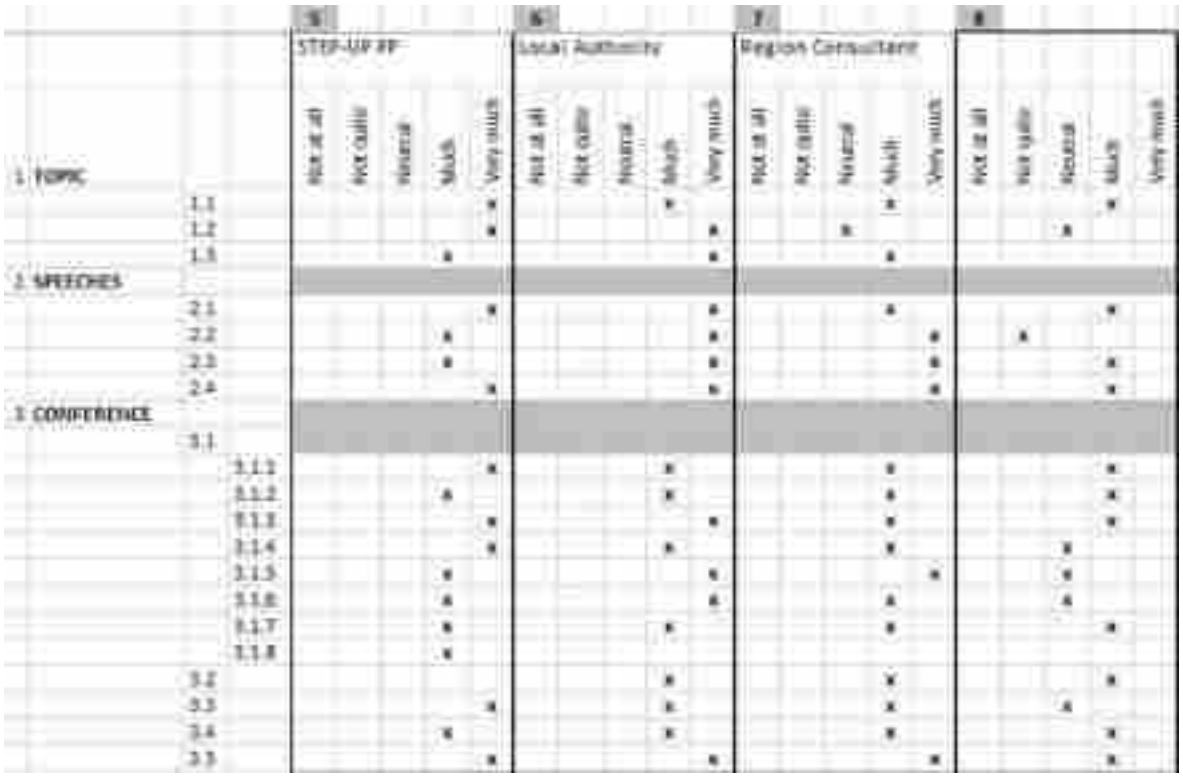
Neutral
Much
Very much


5
STEP-UP PP
6
Local Authority
7
Region Consultant
8
1. TOPIC
1.1
1.2
1.3
2. SPEECHES
2.1
2.2
2.3
2.4
3. CONFERENCE
3.1
3.1.1
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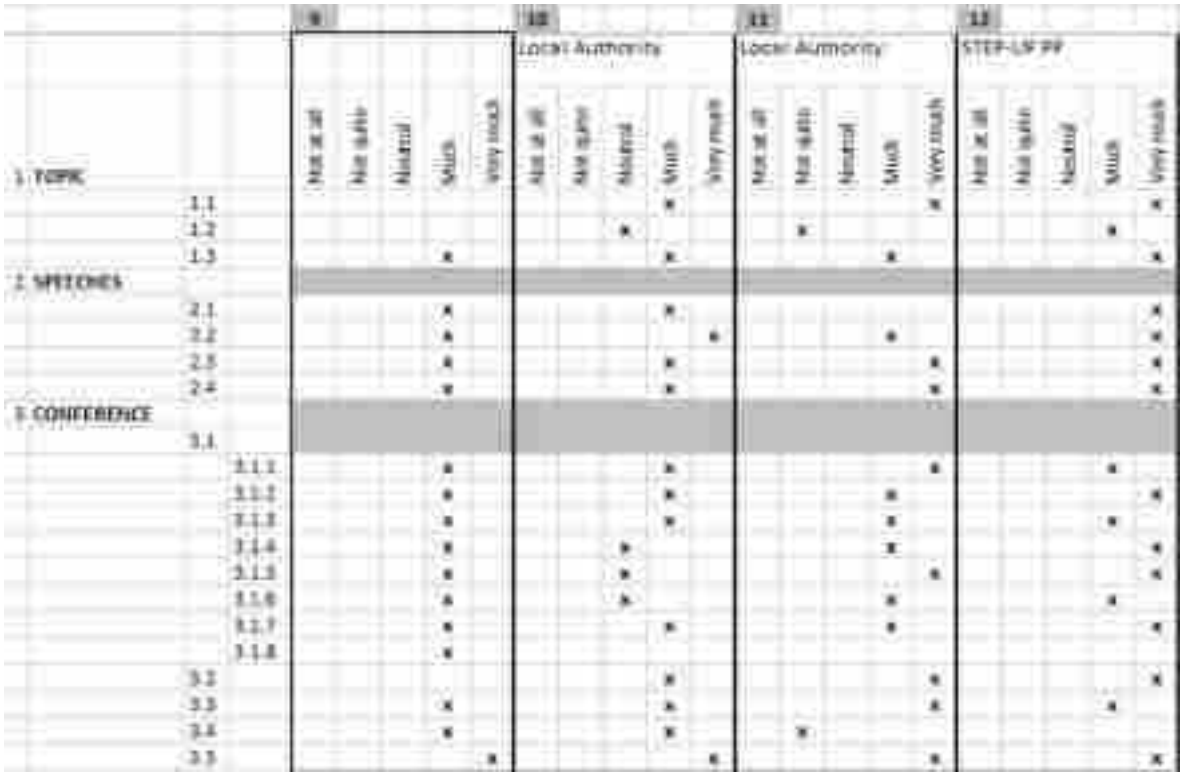
Neutral
Much
Very much


9
10
Local Authority
11
Local Authority
12
STEP-UP PP
1 TOPIC
1.1
1.2
1.3
2 SPEECHES
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2.2
2.3
2.4
3 CONFERENCE
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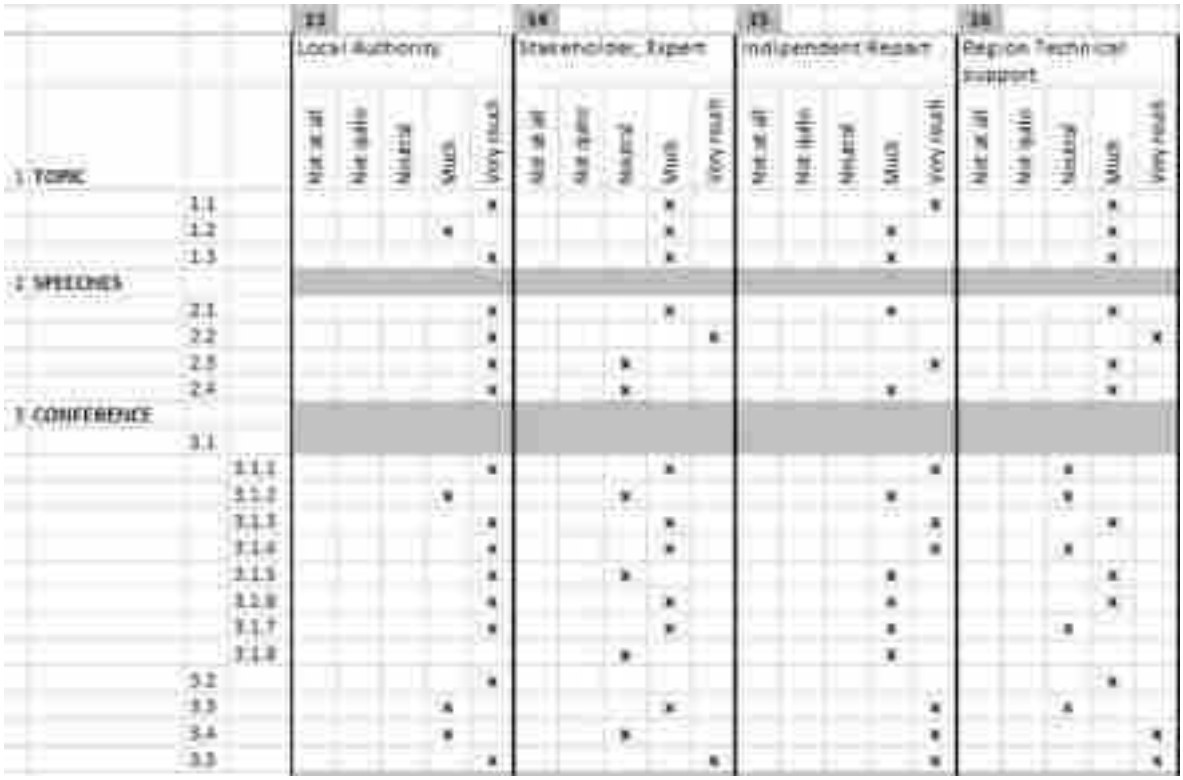
13
Local Authority
14
Stakeholder, Expert
15
Independent Expert
16
Region Technical support
1 TOPIC
1.1
1.2
1.3
2 SPEECHES
2.1
2.2
2.3
2.4
3 CONFERENCE
3.1
3.1.1
3.1.2
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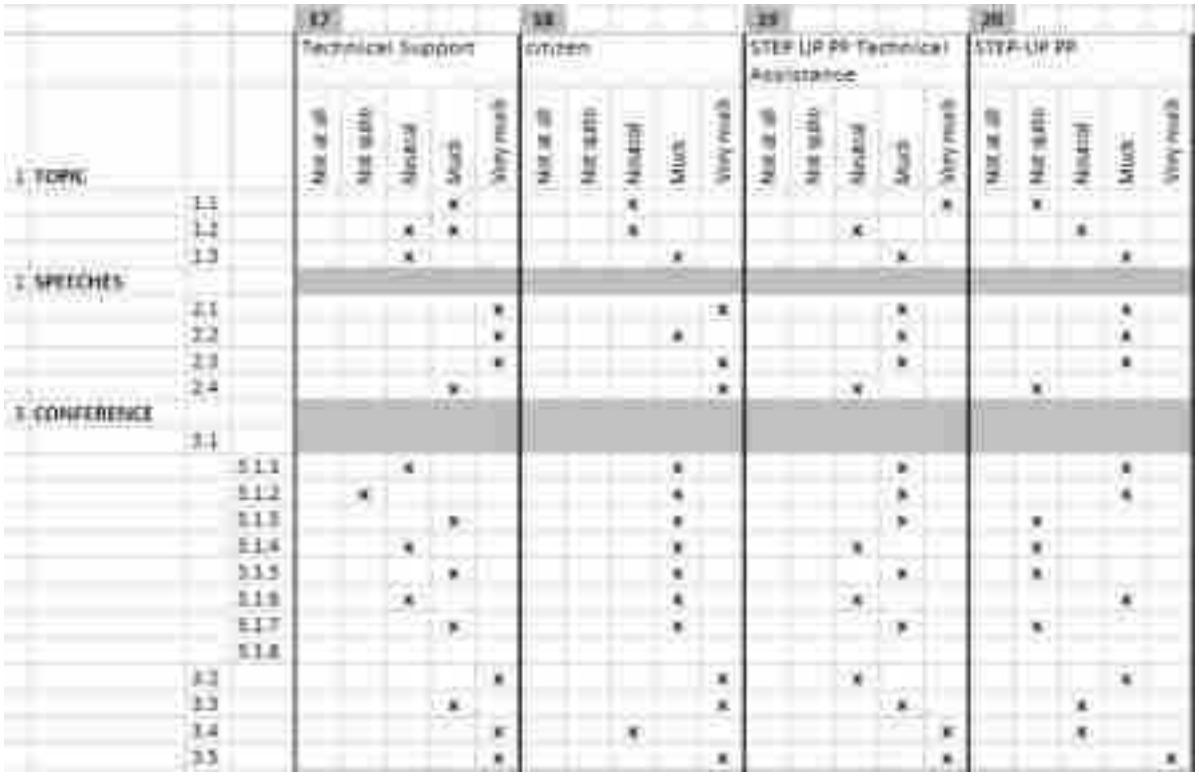
Not at all
Not quite
Neutral
Much
Very much


17
Technical Support
18
citizen
19
STEP UP PP Technical Assistance
20
STEP-UP PP
Not at all
Not quite
Neutral
Much
Very much
1. TOPIC
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2. SPEECHES
2.1
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3. CONFERENCE
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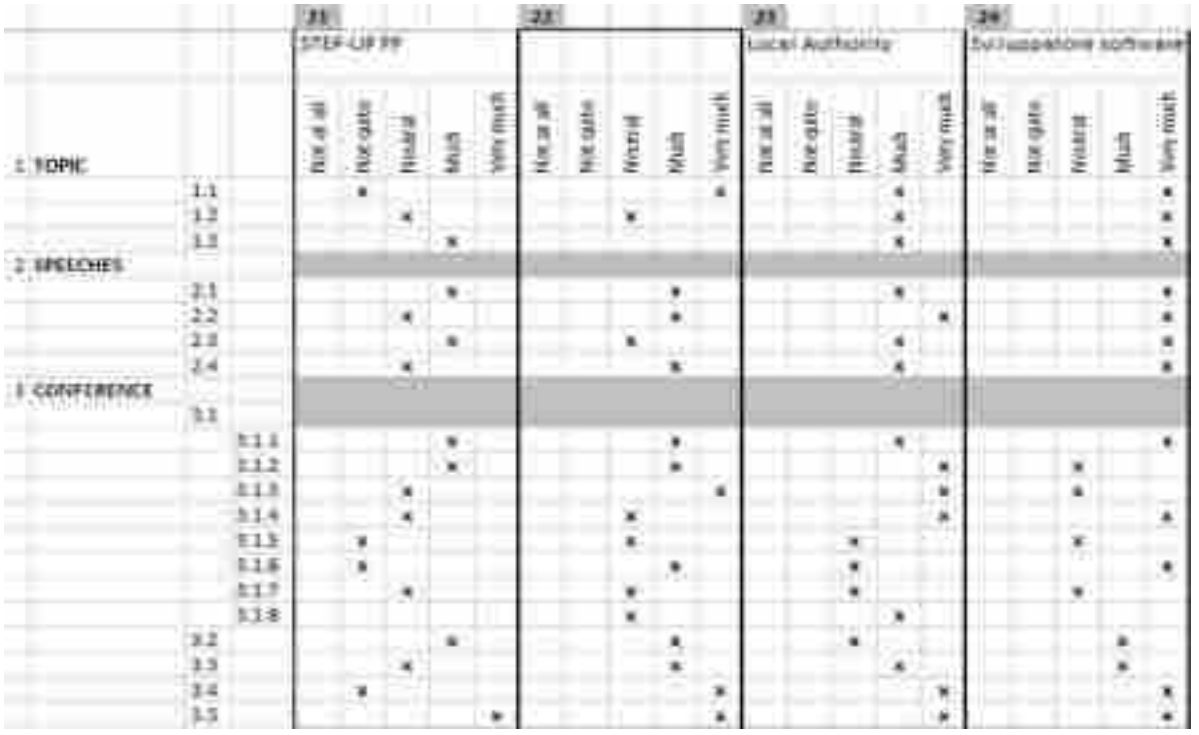
21
STEP-UP PP
22
23
Local Authority
24
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Very much
1. TOPIC
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2. SPEECHES
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3.1.8
3.2
3.3
3.4
3.5

The feedback received for section 4. **General assessment** follows:

4.1 Which topic was of major interest?

All Topics
E-mobility and new idea of passenger mobility
E-Planning Platform, MaaS, E-Mobility
E-Planning platforms/multimodality
MaaS
Maritime Transport --> Massimiliano Angelotti e Sara Carciotti presentation
MOSESS
multimodality (2 items)
multimodality info-mobility
sustainable tourism (4 items)
Tourism and Maas

4.2 Which elements of the presentations could be enhanced? (e.g. the quality of presentations, technical aspects, …)

maybe a small section on questions and answers could have been useful to involve the audience
more examples from real life, less legislatives and overviews
none
quality of presentations, speakers, duration of presentation should be shorter
technical aspects (2 items)
The possibility to have a notebook with presentation close to the speaker (thus the speaker can well read the slide and the next one
The presentations were very high quality
well interconnected and with common topics

4.3 Which topics would you like to be deepened further in the next Training Sessions?

alternative in transport to decrease CO2
complementary and synergic aspects should be stressed more
E-mobility, car sharing
e-mobility, EU projects, Maas, New activities in the field of mobility from Pas perspective
European Project on mobility and sustainable tourism
info-mobility
multimodality and info-mobility
multimodality E-planning platforms
services for passengers at transport nodes
Sustainable /green/eco tourism
trends in info mobility, acceptance of by the public