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TEMPoraryUSes as start-up actions to enhance port (in)tangible heritage

D3.1.1 GUIDELINES FOR COORDINATED OPERATION OF LSGS

Document control

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INTRODUCTION

The present Guideline contains instructions on how to set up a suitable multidisciplinary group for challenging the temporary uses dimension, as well as on the operative measures for its smooth and effective functioning.

The document is made of two Sections. In the first Section, a summary of the main activities that each Local Shipyard Group (LSG) has to implement is presented. In the second Section, a detailed description of the technical figures that need to be included in each LSG is illustrated, together with the reasons why each figure has to be part of the LSG.

1. LOCAL SHIPYARD GROUPS' ACTIVITIES

LSGs consist in technical groups (one for each pilot city) that are in charge of:

- the definition and the development of Temporary Uses Pilot Actions (TUPAs) in pilot cities;
- the execution of the small infrastructural works related to the pilot (Temporary Uses facilities);
- the day-to-day technical follow-up of the pilot, including local marketing and networking, and the day-to-day assistance;
- the monitoring of architectural solutions, urban-scale impacts of the pilot together with the entrepreneurial, financial, social and cultural outcomes. The synthesis of the monitoring activity on Temporary Uses Actions (TUAs) will be showed in the “trigger effect evaluation report”, i.e. a document containing an evaluation of the TEMPUS pilots’ impacts on the urban scale, that will highlight the positive spill-overs in terms e.g. of social behaviour, urban reconnection between city and port areas, number of enterprises and jobs created, chain effect activation of valorization and regeneration projects, as well as divergences from expected results,
- the proposal of regulatory improvements on the basis of the experience achieved through the development of the Temporary Uses (TU) facilities and actions related to

the pilot. The proposals and recommendations made to improve local regulations will be defined involving also the expert on Regulatory Issues belonging to the Local Action Groups (LAGs);

- the support to Local Action Groups (LAGs) for defining the open calls' framework (Activity 4.3);
- the organisation of on-site visits to the pilot, including the Temporary Uses Actions' (TUAs) opening events in order to accelerate the evolution of the heritage site into a catalyst of urban life;
- the organisation of approximately 8-10 periodical meetings in each TEMPUS pilot city, in order to discuss the pilot's state of the art, among which advancement steps, troubles faced and solutions individuated, and info related to the monitoring activity;
- the preparation of a Temporary Uses Action (TUA) storytelling in order to nourish the TEMPUS Platform. The storytelling will include a synthesis of the TUA local experience highlighting on all those aspects that promoted relevant connections with the port city's cultural heritage, the main elements of cultural evolution as well as of incremental and disruptive innovation produced during the pilot process.

The LSG representative is also expected to participate in the Sharing Experience and knowledge Workshops (SEWs) that will be held in the pilot cities and in the final Cross Border Cooperation (CBC) SEW that will be held in Rijeka.

Moreover, it is suggested to activate a LSG of 15 people tops in order to foster better communicative processes and the effectiveness of the pilots' implementation. Indeed, working in small groups encourages to think out loud, discuss and develop ideas together, account for one another's weaknesses, and to take part in a collaborative process.

2. LOCAL SHIPYARD GROUPS' COMPOSITION

Each LSG group has to include the following technical figures:

- **Architect and/or Building Engineer:** in charge of the architectural, structural design and of the engineering of the pilot facilities. He/she will follow each step of the building process and will be responsible for the effective realization of the infrastructural works

and pilot facilities. Preferably, he/she has a wide knowledge of the pilot area and of the social, urban and cultural dynamics related to the pilot area.

- **Municipal officer:** responsible for following the administrative and regulatory procedures for the authorization of the infrastructural works. He/she represents the municipality and can require some modifications/integrations to the structural or architectural project if it does not comply with the regulatory standards.
- **Policy Maker/Alderman:** in charge, at the local level, of policies and regulation proposal/development. He/she works elbow-to-elbow with the Municipal officer to influence local regulation improvements toward TUs.
- **Archaeology, Historical, Fine Arts and Landscape Association Member:** will take care of the cultural heritage aspects and outcomes of the pilot activities.
- **Owner of the pilot area:** has the property of the pilot area and has interest in the possible entrepreneurial outcomes of regeneration process.
- **Tourism Body Member:** will support the interaction between the pilot area and the touristic network to foster the organization and the liveliness of local events related to port's city's history, economy, etc.
- **Entrepreneurs Association Member:** will support the connection between the pilot infrastructures, facilities, services and local entrepreneurship to foster the TUs activation through the engagement of Companies, STARTUP, etc.

3. CONCLUSIONS

According to the LSGs scope and multitasking role defined in the TEMPUS framework, the fundamental "pillars" on which these groups have to be laid have been defined. Moreover, more specific and targeted technical/ non-technical figures could be added to what is already listed in order to take care of the local peculiarities for the proper functioning of the multidisciplinary group itself.