

D.4.4.2 State of the Art report in intermodal passenger mobility problems and challenges: state of the art of each ETP member and definition of their objectives

WP4 INTERMODAL SEAMLESS SOLUTIONS 4.4 Enlarged Transfer Programme

AUTHOR: ANA SINKOVIC
PP 7 – CEI-ES
PPS involved (LP)
Status: (draft) V.1.1
Distribution: (confidential)
Date: 15/06/2020

DISCLAIMER

This document reflects the author's views; the Programme authorities are not liable for any use that may be made of the information contained therein.

Table of Contents

1. 1 Introduction.....	4
1.2 Enlarged Transfer Programme	5
2. ETP Results and candidates selection	7
3. State of the art in intermodal passengers mobility and policy challenges in the ETP participants territories.....	9
Conclusions.....	18

List of abbreviations and terms

AF	Application Form
CBC	Cross-border cooperation
EC	European Commission
ERDF	European Regional Development Fund
ETP	Enlarged Transfer Programme
EU	European Union
LoS	Letter of Support
LP	Lead Partner
MaaS	Mobility as a Service
MTB	Mountain bike
PP	Project Partner
PT	Public Transport
SUMP	Sustainable Urban Mobility Plan

1.1 Introduction

Air pollution, traffic congestion and long waiting are just some of the main consequences of the excessive use of private cars in the seaside regions between Italy and Croatia. Citizens are aware of the noise, poor infrastructure and lack of parking spaces. Passengers also experience rather poor connections between the coast and its hinterland, and during their cross-border journeys across the Adriatic sea.

The project ICARUS (“Intermodal Connections in Adriatic-Ionian Region to Up-growth Seamless solutions for passengers”) originates from the common awareness of a partnership established between Italian and Croatian relevant institutions and organizations that the integration of intermodal transport services - establishing cooperation among transport and information providers both locally and overseas - is the answer to all these problems.

To achieve this goal ICARUS pursues three objectives:

- 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.
- 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 test new solutions such as timetable harmonisation, car/bike sharing, ICT solutions for seamless information flow, intelligent and integrated multimodal payment systems, dynamic travel planning and cross-border intermodal services. All these actions call for behavioural changes also by the public building on the application of new concepts, such as MaaS that is the acronym for “Mobility as a Service”. The user is the very centre of the transport services!

ICARUS partners work jointly to help public authorities in incentivising their citizens towards more sustainable behaviours and to provide them with a new set of services as more efficient and beneficial for all. Skills necessary for such actions relate to the capacity of planning, organizing and marketing key enabling solutions based on multimodality, interoperability, mobility as a service.

1.2 Enlarged Transfer Programme

The Enlarged Transfer Programme (ETP) is a tool to multiply dissemination and impact of the results achieved through actions funded by the EU with the programmes of the European Territorial Cooperation Goal.

For sharing the experience and know-how of ICARUS with non-partner institutions interested to the project results, ICARUS sets the opportunity to join some activities and to exercise accordingly, thus establishing new connections up to twinning relationship with the ICARUS partners. In this way duplications can be avoided and lessons learnt in the framework of the project are easily transferred in the programme area and beyond.

For this reason the CEI-ES launched an open call for expression of interest to select ETP participants on 29 January 2020. The call intended to select at least five organizations from the Italy – Croatia Programme area and the Adriatic – Ionian region covered by the EUSAIR in order to participate to specific training activities and to exercise in developing an action plan to improve the intermodal passenger solutions adopted in their realms. Despite the fact that no specific budget to cover the costs of ETP participants, reimbursements for travel and accommodation costs are possible for the participation to the final workshop of the training path.

ETP members will not only receive inputs from ICARUS, but they are also contributors to other activities of ICARUS, by feeding the policy recommendations (A 5.3).

The participants were invited to provide the following information in order to evaluate their interest properly:

The selection of the ETP participants will be based on the following justifications of their interest to join ICARUS:

- Institutional competence of the candidates in transport policy related topics;
- Geographical scope covering coastal areas;
- Initiatives for “intermodal mobility / mobility as a service” already developed or under preparation;
- Needs, problems and expectations in the field of sustainability of transport policy;
- Relevance of the participating staff (up to 3 people by participant);
- Commitment in the elaboration of a light action plan for the enhancement of intermodal

mobility in their realm.

The ETP call was therefore open to organisations from the programme area of INTERREG VA Italy – Croatia or from the programme area of ADRION Programme matching the Adriatic – Ionian region (covered by the European Strategy for the Adriatic-Ionian Region). Other organisations which have the same prerequisites but do not belong to the areas might have been considered if their participation does not impact the participation of organization’s from the priority areas.

The ranking of the expressions of interest prioritized the participation of local elected administrations (i.e. Municipalities); second level would be NUTS 3 level institutions and their technical agencies or research units, when entitled of the mobility policy; also representatives of CSOs where entangled with a given territory and focused on sustainable mobility issues were ranked at third level.

Therefore, the following three categories have been considered eligible:

1. Municipalities
2. NUTS 3 Institutions & Agencies/Research Units
3. Civil Society Organizations

In case the candidate is an agency/research unit without an elective institution in the shareholders party, it was invited to prove its influence with one of the institutions categorized at point 1 and 2 above by providing a Letter of Support (LoS) signed by the relevant Institution.

The past or on-going experience of the candidate in the planning and/or implementation of sustainable mobility measures was also considered in ranking the candidates.

The experience in developing Sustainable Urban Mobility Plans (SUMP) was considered an additional asset.

2.ETP Results and candidates selection

The call was officially closed on 16th March 2020 and 5 candidates applied to the call. The CEI collected all candidates information and prepared a summary for the evaluation, which was done together with the ITL Foundation, project Lead Partner.

This evaluation committee was held on March 17th at 14.30 o'clock via web platform gotomeeting. The members of the committee analysed the answers received from the candidates and agreed that they could all attend the Enlarged Transfer Programme.

The table below sums up in brief the committees comments per each candidate:

Name	Location	Main problems	Main goals
1. Team for the Project TW	Pula – Pola Istra County (HR)	-Weak proactivity - fragmentation of local administrations in Istria and islands	Facilitation of drafting new intermodal connections
2. City of Poreč - Parenzo	Poreč – Parenzo Istra County (HR)	- Overcrowded summer season - lack of transport public services	Scaling up previous experience in EU funded projects for SUMP and SEP (Sustainable Electromobility Plan)
3. Istra County Department for Tourism	Poreč – Parenzo Istra County (HR)	Overcrowded summer season on the coastal route Trieste - Pula	Enhancing the role of Parenzana cycle path for tourists and workers riding short distances during the whole year

4. Municipality of Pescara	Pescara Region of Abruzzo (I)	Logistic hub for the middle coast of Adriatic Sea in view of merging with two neighboring municipalities	Reshaping the intermodal transport system to manage the growing municipal dimension
5. Unione Bassa Romagna	Lugo (Ravenna) Emilia Romagna Region (I)	Need for better understanding of mobility issues in the multi-annual planning (DUP 2020 2022) of the nine associated municipalities	Analysis of the local and incoming mobility flows in the Association and in each Municipality to elaborate SUMPS

During the meeting it was agreed to confirm to all candidates their participation in the programme. As further incentive and input for their work, they will be invited to attend all project webinars and public events to further increase their knowledge.

3. State of the art in intermodal passengers mobility and policy challenges in the ETP participants territories

The call was launched online, through google forms and through EU survey webpage to allow everyone to easily fill in the form and apply to the programme. In order to better evaluate the candidates, they were asked to explain why they were interested in ICARUS Enlarged Transfer Programme and provide information on the situation on their own territory which they would like to act on. They were also asked to describe their institutional competence in transport related topics, initiatives for intermodal mobility or mobility as a service already developed or under preparation. Their specific needs, problems and expectations in the field of sustainable transport were also analysed.

Name of the organisation	Team for the realisation of Project "Tw"
Does your organisation work in the Adriatic-Ionian Region?	Yes
Type of the organisation	Research organisation
Country	Croatia
Please motivate your interest to attend ETP and the scope of your operations.	The realisation of our project is aimed at the intermodal connection consisting of and linking parking spaces, tramway, railway, the airport, the ferry way and cruiser transport through a single ticket purchase which also includes museum visits as well as other touristic content visits.
Please describe: your institutional competence in transport related topics; geographical scope covering coastal areas; initiatives for "intermodal mobility"/ mobility as a service already developed or under preparation; needs, problems and expectations in the field of sustainability of transport policy. (max 2000 characters)	The team, which is independent and unrelated to any government agency or otherwise, consists of master graduates of - engineering, electrical engineering, architecture and history; Cres and Lošinj islands, south-east and south-west coasts of the Istrian peninsula; at the present time this is the only project undertaken in intermodal mobility for the team; (problems) lackluster proactivity of the different local authorities which are multiple and arguably too many for such a small area, (expectations) the project to be particularly relevant and used during the (summer) touristic season in the area.

<p>Which are your policy objectives and specific interest for the deployment of sustainable mobility planning and Mobility as a Service measures within your realm, that you would like to support by attending ICARUS ETP? (max 2000 characters)</p>	<p>Draw on others', more experienced people, knowledge in order to explore possible ways of facilitating the realisation of this project.</p>
<p>In case you are applying as an agency/research unit please attach your Letter of Support of the supporting organisation.</p>	<p>The letter of support of the city of Pula was enclosed.</p>

<p>Name of the organisation</p>	<p>Town of Poreč – Parenzo</p>
<p>Does your organisation work in the Adriatic-Ionian Region?</p>	<p>Yes</p>
<p>Type of the organisation</p>	<p>City</p>
<p>Country</p>	<p>Croatia</p>
<p>Please motivate your interest to attend ETP and the scope of your operations.</p>	<p>Development of strategic documents (SUMP - Sustainable Urban Mobility Plan, SEP - Sustainable Electromobility Plan) - Action plans will give precise guidelines in the implementation of projects and measures of sustainable mobility solutions at local level, and help in achieving the EU energy policy 2030 targets (40% reduction in greenhouse gas emissions).</p>
<p>Please describe: your institutional competence in transport related topics; geographical scope covering coastal areas; initiatives for "intermodal mobility"/ mobility as a service already developed or under preparation; needs, problems and expectations in the field of sustainability of transport policy. (max 2000 characters)</p>	<p>Being one of the top tourist destination on the Adriatic Sea, The Town of Poreč - Parenzo, has long recognized energy efficiency, sustainable development, environmental protection and e-mobility as the imperatives of the 21st century. Respecting the principles and the vision of the Istrian Region in achieving the "Green Istria" destination goals, the Town of Poreč - Parenzo, continuously analyzes and develops guidelines for designing and implementing projects from the above mentioned areas on the local level, thus creating solid foundation for sustainable development of the city, whose successful realization results in multiple benefits for, primarily, the residents of the town of Poreč – Parenzo and all persons visiting the city, as well.</p>

	<p>Providing an example of good practice and promoting our city as an energy and ecologically well-known "green" tourist destination that offers each visitor an extra experience and realization that tremendous efforts to ensure that future generations can be assured that they will be able to experience the beauty of this area are being made.</p> <p>COMPETENCE</p> <p>The Town of Poreč - Parenzo is entrusted to govern in the field of housing, physical and urban planning, child care, social care, health care, education, culture, sport, nature protection, civil protection and traffic. Poreč - Parenzo demonstrates competency in managing EU co-financed projects, especially in the field of sustainable development, energy efficiency and environmental protection. The Town's administration has implemented projects aimed at the removal of the asbestos roofing, organizing electric vehicles revial races, organization of the energy efficiency construction fairs, fostering better insulation of the private buildings, etc. The competence in promoting climate change adaptation, risk prevention and management is proven by the Town's successful implementation of the Life Sec Adapt project financed in the framework of the Life Programme 2014-2020. The project focused on the adaptation on the climate changes strategic documents aimed at lowering CO2 levels.</p> <p>EXPERTISE IN EU/(INTER)NATIONAL PROJECTS</p> <p>The Town of Poreč-Parenzo has taken part in over 30 international projects. In the framework of OP IPA SI-HR 2007-2013, the Town of Poreč-Parenzo has successfully implemented projects REVITAS and PARENZANA MAGIC. In the current financial perspective of the EU, the Town of Poreč-Parenzo has seized funding opportunities within the CBC programme INTERREG V-A Italy-Croatia 2014-2020 and is now carrying out two projects: project USEFALL, within the Standard+ call and the project SUTRA, within the call for Standard projects. Besides ETC, the Town of Poreč-Parenzo has participated in various Union programmes (such as LIFE, HORIZON2020, Europe for citizens, etc.) and has seized funding opportunities in the framework of European Structural and Investment Funds, mainly within the</p>
--	---

	<p>Croatian operational programmes approved by the EC in order to withdraw funds from the European Regional Development Fund, European Social Fund, Cohesion Fund and the European Agricultural Fund for Rural Development. Nevertheless, the Town of Poreč – Parenzo has been more than successful in seizing the national funding opportunities and has implemented a great number of projects co-funded by national, as well as, own funds.</p>
<p>Which are your policy objectives and specific interest for the deployment of sustainable mobility planning and Mobility as a Service measures within your realm, that you would like to support by attending ICARUS ETP? (max 2000 characters)</p>	<p>OUR CURRENT CHALLENGE Town of Poreč – Parenzo has been a member of the Covenant of Mayors since 2011 and a member of New integrated Covenant of Mayors for Climate and energy since 2016. Therefore, sustainable mobility is one of the strategic pillars of the Municipal SE(C)AP. Poreč – Parenzo SEAP revision (Sustainable Energy Action Plan revision) states that, in the total energy consumption (2017), the transport sector accounts for a share of 46.61%, and it is responsible for 58.87%, or more than half of the Town of Poreč - Parenzo total CO2 emissions. Having in mind the fact that Town of Poreč – Parenzo (according to the official 2011 data) has a population of 16.696 inhabitants, which, during the Summer, with the tourist population, rises to a number of approximately 100.000, causing the number of vehicles to multiply to an extreme level. The above mentioned causes excessive number of vehicles within the city center perimeter, traffic jams, causes people to spend a great deal of time in their vehicles while searching for free parking spaces, causes elevated CO2 emission levels, air pollution, etc. At the moment, Town of Poreč- Parenzo area is not covered with any kind of public transport service.</p>

<p>Name of the organisation</p>	<p>Region of Istria, Administrative department for tourism</p>
<p>Please motivate your interest to attend ETP and the scope of your operations.</p>	<p>I'm interested to attend ETP because Department for tourism of the Istria Region develops bike and walk road, named Parenzana. Parenzana was a 123 km long narrow-gauge railway line, connecting 33 places in Istria between 1902 and 1935, from Trieste to Poreč.</p>

	<p>Today, Parenzana is a cycling and walking path that passes the territories of three countries: Italy (13 km), Slovenia (32 km) and Croatia (78 km). It connects Trieste (ITA), Koper, Izola, Piran (SLO), Savudrija (Umag), Buje, Grožnjan, Oprtalj, Livade, Motovun, Karojba, Vižinada, Kaštelir-Labinci, Višnjan, Poreč (CRO) and many small places. For that reason, Parenzana can be the alternative way of the main roads and, for example, can be used as regular way to go to job in the nearest town. At the moment, there are 4 bike counters on the path and about 100.000 cyclists and walkers pass there every year. It's important to mention that Parenzana is suitable only for MTB and not for trekking and city bikes because of the rough surface. Our main goal is to provide an important alternative route that already exists and a lot of users pass there every day. The number will probably be much bigger if the path surface will be suitable for trekking and city bikes, rollers and more.</p> <p>By using Parenzana as an alternative route, the main coastline road that connects Trieste and Poreč would be significantly relieved, primarily during the touristic season. The number of accidents should decline too and the CO2 emission should have less impact on environment. Cycling and walking are sustainable, eco-friendly activities.</p>
<p>Please describe: your institutional competence in transport related topics; geographical scope covering coastal areas; initiatives for "intermodal mobility"/ mobility as a service already developed or under preparation; needs, problems and expectations in the field of sustainability of transport policy. (max 2000 characters)</p>	<p>We are developing the Parenzana route, (planning and implementation of infrastructure, maintenance in collaboration with local municipalities and promotion) but we don't deal with transport topics at all. Department for tourism of the Istria Region doesn't have any competence in transport related topics. We are responsible for cycling & hiking road Parenzana (just Croatian part – 78 km). Geographical scope covering coastal areas: 445 m.</p> <p>There is a need/expectation for transporting bicycle with the bus, with the train (it should be realized within the ICARUS project) and probably with the boat (In Istria Region the boat lines between cities almost don't exist).</p>

<p>Which are your policy objectives and specific interest for the deployment of sustainable mobility planning and Mobility as a Service measures within your realm, that you would like to support by attending ICARUS ETP? (max 2000 characters)</p>	<p>Our interest is to provide our users (primarily cyclists) the possibility to take bike with them on bus, train and boat. And to hikers the possibility to use intermodal mobility as well.</p> <p>For example, we had various enquiries about the possibility to cycle Parenzana from Trieste (ITA) to Poreč (HRV) and to come back with the boat. But, unfortunately, the line doesn't exist. Also, there is no train connection and the buses don't accept the bicycles. So, there is obvious need of more sustainable transport use.</p>
--	--

<p>Name of the organisation</p>	<p>Municipality of Pescara</p>
<p>Does your organisation work in the Adriatic-Ionian Region?</p>	<p>Yes</p>
<p>Type of the organisation</p>	<p>City</p>
<p>Country</p>	<p>Italy</p>
<p>Please motivate your interest to attend ETP and the scope of your operations.</p>	<p>The Municipality of Pescara is the local government of the city of Pescara, situated in Central Italy on the Adriatic coast. The city of Pescara has a territory of 34 square kilometers and is home to more than 120,000 inhabitants. Thanks to its social, economic and cultural role as a pivot for the whole Abruzzo Region, Pescara is the socio-economic hub and engine of growth for a sub-urban population of up to 250,000 inhabitants, mostly grouped in a plethora of smaller towns. As such, the Municipality of Pescara is able to represent the dynamics of both a city and surrounding rural areas. Moreover, the city of Pescara is on a trajectory of socio-economic transformation, thanks to the planned merger in 2023 with the neighboring municipalities of Montesilvano (54,000 inhabitants) and Spoltore (20,000 inhabitants), which will position Pescara as the 14th largest city in Italy, as well as the third largest on the Adriatic after Bari and Venice.</p> <p>Thanks to its strategic position in the centre of Italy, Pescara is a logistic hub connecting the North and the South of the country, as well as the East and West coasts of Italy. The civil airport (unique in the region, Ryan Air hub), the port-canal, two railway stations and</p>

	<p>the Rome-Pescara motorway favour tertiary activities. The Municipality of Pescara is tasked with the development of policies, programmes and initiatives on the whole range of services to citizens and society at large. As any local authority, the Municipality is at the forefront of the implementation of European and national policies and strategies, translating them into concrete actions that impact and</p>
<p>Please describe: your institutional competence in transport related topics; geographical scope covering coastal areas; initiatives for "intermodal mobility"/ mobility as a service already developed or under preparation; needs, problems and expectations in the field of sustainability of transport policy. (max 2000 characters)</p>	
<p>Which are your policy objectives and specific interest for the deployment of sustainable mobility planning and Mobility as a Service measures within your realm, that you would like to support by attending ICARUS ETP? (max 2000 characters)</p>	

Name of the organisation	Unione dei Comuni della Bassa Romagna (Union of Bassa Romagna Municipalities)
Does your organisation work in the Adriatic-Ionian Region?	Yes
Type of the organisation	City
Country	Italy
Please motivate your interest to attend ETP and the scope of your operations.	The Union of Bassa Romagna Municipalities is called to elaborate the Urban Planning for Sustainable Mobility. Participating in Icarus' ETP training and study visits is a good opportunity for peer learning and best practices

	exchange. The Union is as well interested in being involved in an Interreg Italy-Croatia project, so to better learn about the Adriatic-Ionian Region strategies and experiences regarding mobility issues.
<p>Please describe: your institutional competence in transport related topics; geographical scope covering coastal areas; initiatives for "intermodal mobility"/ mobility as a service already developed or under preparation; needs, problems and expectations in the field of sustainability of transport policy. (max 2000 characters)</p>	<p>The Municipalities of the Bassa Romagna Municipalities' Union do not have the obligation to draft the Plan for Urban Sustainable Mobility, but they have the intention of starting an analysis, both at the aggregated level of the Union and at individual level of Municipality, on the main mobility dynamics. It is aimed at updating the knowledge framework of Municipal Structural Plans on mobility issues and implement subsequent strategies and / or sustainable mobility policies to overcome the main critical issues and identified transports' needs.</p>
<p>Which are your policy objectives and specific interest for the deployment of sustainable mobility planning and Mobility as a Service measures within your realm, that you would like to support by attending ICARUS ETP? (max 2000 characters)</p>	<p>On the basis of the currently under update analysis, of the other partner countries' experiences and possibly analyzing similar territories - for population and settlement density - we would like to focus attention on the following issues:</p> <ul style="list-style-type: none"> • Regular mobility home – school – work paths • Road safety • Promotion of cycling mobility • Cargo transport sustainability • Enhancement of historic centers (limited traffic zone, slow traffic zones, Pedestrian areas) • Promotion of public transport services on road and railways, in particular for mobility home - work paths • Rate integration between different local public transport services • Inclusive / sustainable / innovation mobility (electric mobility, people transport services with limited independence)

From the feedback obtain all participants are interested in sustainable mobility, be it by enhancing existing cycling paths, or by providing intermodal services and integrated ticketing, developing a SUMP or changing the behaviour and incentivising their citizens to use more friendly transport modes. Therefore, their interest can be fully covered by the knowledge acquired in the course of the implementation of the project ICARUS.

After having examined their experience and interests shown in the application phase, the

partnership decided to share all ICARUS deliverables already completed and invite them to attend all ICARUS webinars, as a useful source of knowledge to be used for their own purposes.

Two participants expressed their willingness to develop SUMP's whereas other are more oriented towards actions providing integrated services and in ensuring alternative transport modes to cars and therefore reduce traffic congestion, especially during summer months.

Conclusions

Enlarged Transfer Programme is an active system of transferring project acquired knowledge to non-partner institutions according to their interest on a particular topic. Participants are selected through an open call, during which candidates express their experience and willingness to learn on determined topics addressed in the project.

Moreover, through the Programme participants are guided in the elaboration of specific action plans favoring sustainable mobility and change of behavior according to the MaaS (Mobility as a Service) principle.

ICARUS project has already acquired consistent knowledge through the state of the art analysis regarding sustainable mobility, mobility as a service and ICT tools application and it is worth sharing it with relevant actors to avoid duplications and incentive other locations to take necessary measures to incentive citizens towards the use of more sustainable transport means.

After having selected 5 candidates, the Enlarged Transfer Programme will start by a first “kick off meeting” presenting main ICARUS milestones and deliverables. The intention is to “interview” the participants and collect their feedback on the draft webinar programme.

Moreover, during the year participants will be supported by the experienced partners in preparing their action plans.

Finally, through an online archive, participants will have on their disposal all ICARUS relevant documents and deliverables to help them achieve their objectives.