

WP4 - Testing enhanced cross-border maritime and multimodal freight transport

D.4.2.1 - Pilot action assessment methodology

D.1.3.4 - Internal Quality Evaluation tool and report

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1. PURPOSE OF THIS DOCUMENT

Purpose of work package no. 4 is to streamline freight traffic flows between PPs at cross-border level by implementing ICT pilot actions in all ports generating intermodal and multimodal freight transport (Trieste, Venice, Ravenna, Ancona, Bari, Rijeka and Ploče) and the intermodal logistic node of Trieste, improving their role as gateways and corridor roots for the transport of goods, enhancing coordination between terminal operators, logistics operators, freight forwarders companies and public institutions (e.g. port authorities, customs agencies, public administrations).

Purpose of this document is to define a methodology for the evaluation of the impacts derived from the implementation of the pilot action. Also, this methodology includes D.1.3.4, developed by the LP, comprising the questionnaire to be submitted to stakeholders.

2. EVALUATION FRAMEWORK

Through D.4.2.1, PP4 sets up an evaluation methodology for assessing pilot actions. Based on individual reports from each pilot action, PP4 will elaborate intermediate and final evaluation reports.

PPs implementing pilot actions will submit interim reports in M15, which PP04 will merge in D.4.2.10 in M16.

Then, PPs implementing pilot actions will submit individual final reports in M20, outlining the main results. Together with this report, PPs will interview stakeholders as to assess the impact of the pilot action, by filling in the attached questionnaire (D.1.3.4), to be forwarded to the Activity Leader, which will consolidate them in a final report – D.4.2.11 in M21.

3. PARTNERS

Partners participating in Activity A.4.2 are:

- LP - Port Network Authority of Eastern Adriatic Sea
- PP1 - North Adriatic Sea Port Authority – Ports of Venice and Chioggia,
- PP2 - Venice International University,
- PP3 - Interporto Trieste-Ferneti,
- PP4 - ITL
- PP5 - Port of Ravenna Authority,
- PP6 - Central Adriatic Ports Authority,
- PP7 - Southern Adriatic Sea Port Authority (Ports of Bari, Brindisi, Manfredonia, Barletta and Monopoli)
- PP8 - RAM
- PP9 - Port Authority of Rijeka, and
- PP10 - Port Authority of Ploče (WP Leader)
- PP11 – Faculty of Maritime Studies Rijeka as lead partner for WP3

4. QUESTIONNAIRE

As to gather the feedback from internal and external stakeholders, PPs implementing pilot actions will carry out interviews – be them formal or informal, in person, by phone, etc. – using the template annexed to the present document.

Each PP implementing pilot action will adapt it including reference to its own pilot actions and contacts.

ANNEX 1 – QUESTIONNAIRE TEMPLATE

PROMARES aims at tackling the challenges hampering the full-fledged development of the potential for maritime and multimodal freight transport between Italy and Croatia.

This is mainly caused by the imbalanced development of multimodal transport options, weak coordination and communication of stakeholders and policy makers in the port-hinterland interface and uncoordinated measures and tools at cross-border level, leading to increased road transport with negative consequences on the Programme Area in terms of pollution, GHG emissions and noise.

Accordingly, PROMARES aims to enhance the maritime and multimodal freight transport gathering all the ports generating intermodal and multimodal transport flows, as well as the most relevant intermodal logistic node in the Programme Area, facing the same challenges concerning the multimodal transport accessibility and network efficiency on the TEN-T Corridor sections in the region (from the port to the hinterland) and to increase the cooperation and coordination among them.

PROMARES will do so by testing ICT solutions for streamlining freight transport in the ports and the most relevant intermodal logistic node of the Programme Area, from the port to the hinterland and at cross-border level, setting standards which may be replicated to other logistic nodes, also beyond the project's geographical scope.

Within PROMARES, each Port / inland terminal has implemented a concrete pilot action.

More specifically..... *(each Port / RRT briefly describes the scope, objectives and results of its pilot action)*

This questionnaire aims at assessing the results of the pilot actions from the point of view of the end-users, target groups and stakeholders.

Objective: Enhancing cross-border multimodal freight transport

1. Do you think that the functionality of the software/hardware solution adopted was likely to achieve this goal?

Not suitable Rather unsuitable partially suitable Rather suitable Suitable

2. How do you rate the achievement of objectives?

not satisfied Mostly dissatisfied partially satisfied Rather satisfied fully satisfied For the evaluation I miss information

On what is your judgment based?

on informal information (not on the systematic collection of data)

on the assessment of the following: ...

3. How important is the achievement of the pilot action’s objectives?

Very important Rather important Partly important Not very important insignificant

4. In your opinion, what are the expected short-term effects of the achievement of objectives?

	Correct	Quite correct	Partially correct	Not so correct	Wrong
Increasing freight to/from the logistic node of (PP NAME)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The increased international interest in the logistic node of (PP NAME)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing operational barriers can be decreased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing administrative obstacles can be decreased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The multimodal transport options can be increased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced transport costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fewer CO ₂ emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strengthening cross-border cooperation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modal shift from road to rail/sea transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. In your opinion, what are the long-term effects of the expected achievement of objectives?

	Correct	Quite correct	Partially correct	Not so correct	Wrong
Increasing freight to/from the logistic node of (PP NAME)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The increased international interest in the logistic node of (PP NAME)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing operational barriers can be decreased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing administrative obstacles can be decreased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The multimodal transport options can be increased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced transport costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fewer CO ₂ emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strengthening cross-border cooperation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modal shift from road to rail/sea transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. In your opinion, what other activities should be placed designed to make more competitive cross-border rail freight transport?

- Improvements to hard infrastructures, e.g. railway / port infrastructure, such as:
- Financial incentives for railway / sea transport
- Improvements to soft infrastructures, e.g. ICT tools, such as:
- Improvement to cargo-related processes, e.g. gate in-out procedures, such as:
- Avoid exchange of train drivers at the border
- Other: