T.2. The Action Plan

for demonstrative action

PP5 - PULA Airport

PP6 - Pula Port authority

Document Control Sheet

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CONTENT

1.INTRODUCTION

Intermodal Passengers Connectivity between Ports and Airports (INTER-PASS) is a project approved under the INTERREG V-B Adriatic-Ionian Transnational Cooperation Programme 2014-2020. The programme is funded by the European Regional Development Fund under the European Territorial Cooperation objective, which provides support to regional cooperation between countries of the Adriatic-Ionian Region during the programming period 2014-2020.

The project will be implemented by 8 project partners and one associated partner. The project has started in January 2018 and it is expected to be finished in December 2019. The total budget approved for the project amounts to 1.498.568 EUR, 85% of which is co-financed through the ERDF fund (European Regional Development Fund).

Within the Adriatic-Ionian Region there are many maritime cities which have to deal with a very high number of passengers during the peak season and in which cruise tourism is an important factor of regional and local development. However, most of these “homeports” for cruisers & ferries are suffering from a lack of integration within various modes of transport, especially with regional airports.

The overall objective of the INTER-PASS project is to enhance the intermodal connections between ports and airports in the Adriatic–Ionian Region in order to improve the processing of passengers, mainly cruise tourists and travellers reaching tourist destinations located on Adriatic and Ionian costs during the peak season.

The project will produce 3 specific outputs:

1. Cooperation networks on intermodal and multimodal connectivity between ports and airports located in the Adriatic-Ionian Region. The network will be a place where partners and other stakeholders will exchange knowledge on innovative solutions (techniques, methods, operating codes etc.) that could be easily and successfully adapted in the Adriatic-Ionian context.
2. An action plan for each territory which will define solutions to be tested and implemented in involved cities. The testing of 4 identified solutions to be implemented in Dubrovnik, Pula, Bari and Corfu during the Summer of 2019 with the objective to significantly speed up the tourist processing between ports and airports.
3. Elaboration of a joint Integrated Strategic Plan for multimodal passenger transportation between ports and airports to be shared with other ports, airports, and authorities located in the Adriatic-Ionian Region

Within the project, as part of second technical work package, Action plan for implementing pilot action needs to be implemented in every project region (4 action plans). Hereafter is presented Action plan for the Istrian region (Pula) .

2. THE TERRITORIAL, ECONOMIC AND LOGISTIC CONTEXT OF THE SITE

Territorial aspects

The Istrian Region includes a large part of Istria - the largest Adriatic peninsula. The most extreme west point of the Republic of Croatia is in the Istrian Region (Bašanija, promontory Lako) at the 45° of the northern latitude.
Situated in the north-west of the Adriatic Sea, Istria is surrounded by the sea from three sides, while the northern border towards the continent is made up by a line between the Miljski Bay (Muggia) in the direct vicinity of Trieste and the Preluk Bay, right next to Rijeka.
Such favourable geographic position, almost at the heart of Europe, half way between the Equator and the North Pole, Istria has always represented a bridge connecting the Middle European continental area with the Mediterranean.

The Istrian peninsula covers the surface of 3.476 square kilometres. The area is shared by three countries: Croatia, Slovenia, and Italy. A very small part of Istria, merely the northern part of the Miljski peninsula, belongs to the Republic of Italy. Slovenian coastline with the Kopar Bay and a part of the Piran Bay up to the mouth of the Dragonja River is a part of the Republic of Slovenia. The largest part, or 3.130 square kilometres (90% of the surface), belongs to the Republic of Croatia. Most of the Croatian part of the peninsula is situated in the Istrian Region - 2.820 square kilometres, which is 4,98 per cent of the entire surface of the Republic of Croatia. The remaining part belongs to the Primorsko-Goranska Region based on the administrative and territorial subdivision.

The basic characteristic of the climate of the Istrian peninsula is given by the Mediterranean climate. Along the coast, it gradually changes towards the continent and it passes into continental, due to cold air circulating from the mountains and due to the vicinity of the Alps.

The length of the Istrian coast, along with islands and islets is 539 kilometres. The west coast of Istria is more indented, and, together with islands, it is 327 kilometres long. East coast, together with islets, is 212 kilometres long.

The Istrian County was established by the Law on the Territory of Counties, Towns, and Municipalities in the Republic of Croatia as one of 20 Croatian counties.

The constitutive meeting of the County Assembly of the Istrian County was held on 16 April 1993 in Pazin.

In accordance with regulations of the Law on Local and Regional Self-Government (the official bulletin of the Republic of Croatia "Narodne novine" no. 33/01, 60/01, and 106/03), the county is a unit of regional self-government whose territory represents a natural, historical, traffic, economy, social, and self-governing unit, and it is established for reasons of performing works of regional interest.

Administratively, the Istrian county is divided in 41 territorial units of local self-government - 10 towns and 31 municipalities.

- The towns are: Buje-Buie, Buzet, Labin, Novigrad-Cittanova, Pazin, Poreč, Pula, Rovinj-Rovigno, Umag-Umago, and Vodnjan
- The municipalities are: Bale, Barban, Brtonigla-Verteneglio, Cerovlje, Fažana, Funtana, Gračišće, Grožnjan-Grisignana, Kanfanar, Karojba, Kaštelir - Labinci, Kršan, Lanišće, Ližnjan, Lupoglav, Marčana, Medulin, Motovun, Oprtalj-Portole, Pićan, Raša, Sveti Lovreč, Sveta Nedelja, Sveti Petar u šumi, Svetvinčenat, Tar-Vabriga, Tinjan, Višnjan, Vižinada, Vrsar, and Žminj

The Istrian County and the Assembly of the Istrian County are based in Pazin.

The Government of the Istrian County is based in Pula.

Picture 1: Istrian region

Economic aspects

Economic indicators and Gross Regional product

Istria County main economic industry is related to trade, tourism and related services, shipbuilding and construction.

According to the latest available data, in 2016 gross domestic product per capita in Istria County was in the amounts of HRK 106,313. So the county occupies the second place in Croatia immediately behind the City of Zagreb. In Croatia Istra County contributes with 6.3% of GDP and is constantly growing.. Based on the annual financial statements for the year 2017, the most significant economic activities in the Istria County are the processing industry, tourism and trade generating 66 percent of total revenues.

NUTS 2013 - 2nd level and counties	2011.	2012.	2013.	2014.	2015.
Republic of Croatia	100,00%	100,00%	100,00%	100,00%	100,00%
Continental Croatia	68,58%	68,35%	68,16%	68,02%	68,07%
City of Zagreb	33,52%	33,48%	33,26%	33,36%	33,39%
Zagreb	5,61%	5,64%	5,70%	5,83%	5,88%
Krapina-Zagorje	1,86%	1,87%	1,92%	1,97%	1,99%
Varaždin	3,27%	3,30%	3,38%	3,41%	3,43%
Koprivnica-Križevci	2,41%	2,39%	2,31%	2,26%	2,22%
Međimurje	2,15%	2,18%	2,21%	2,28%	2,28%
Bjelovar-Bilogora	1,87%	1,84%	1,83%	1,88%	1,88%
Virovitica-Podravina	1,20%	1,18%	1,15%	1,08%	1,06%
Požega-Slavonia	1,09%	1,06%	1,06%	1,01%	1,00%
Slavonski Brod-Posavina	2,08%	2,09%	2,10%	2,02%	2,03%
Osijek-Baranja	5,66%	5,57%	5,62%	5,57%	5,56%
Vukovar-Sirmium	2,48%	2,42%	2,42%	2,36%	2,37%
Karlovac	2,21%	2,19%	2,23%	2,18%	2,20%
Sisak-Moslavina	3,16%	3,13%	2,99%	2,81%	2,78%
Adriatic Croatia	31,42%	31,65%	31,84%	31,98%	31,93%
Primorje-Gorski kotar	8,33%	8,80%	8,73%	8,55%	8,37%
Lika-Senj	0,91%	0,88%	0,88%	0,88%	0,87%
Zadar	3,15%	3,17%	3,21%	3,26%	3,29%
Šibenik-Knin	1,92%	1,92%	1,96%	1,97%	1,94%
Split-Dalmatia	8,26%	8,15%	8,20%	8,25%	8,33%
Istria	6,14%	5,99%	6,06%	6,16%	6,18%
Dubrovnik-Neretva	2,70%	2,74%	2,81%	2,90%	2,94%

Source: Statistical office of the Republic of Croatia.

Istrian economy is very diverse. Istria is traditionally the most visited tourist region, so that it realized 23,2 % of all arrivals and 29,2 % of all nights in the Republic of Croatia in 2018. It has a well-developed processing industry, construction industry, trade, sea fishing and fish growing, agriculture, and transportation. According to the number of economic subjects and according to financial indicators, the leading activities are processing industry, tourism, and trade.

In the field of industry, the most developed branches are shipbuilding, production of construction material (lime, cement, brick, stone), tobacco products, furniture, electric machines and appliances, parts for the automobile industry, glass, processing metals, plastic, wood, textile, and the production of food.

Great attention has been given to the revitalisation of agriculture in the previous few years, which marked a big improvement in wine- and olive- growing, and in the system of ecologic food production.

Istria is a region moving upwards on the scale of development cycle. Strategic geographic position and good traffic connections between Europe and the Mediterranean, preservation of natural resources, stability of regional politics and the collaboration with numerous regions abroad make Istria an attractive destination for foreign investments.

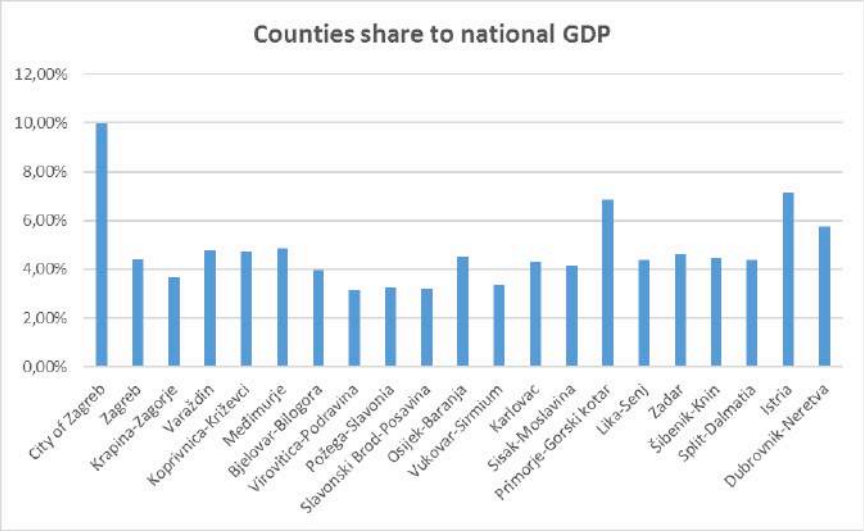
Istrian region is experiencing huge increase in tourist arrivals and overnights of 4% In 2018, comparing to 2017. In 2018, there were 4,4 million tourist arrival with more than 28,4 million overnights. With almost 6,4 days overnight in average per tourist.

Most representing markets in Istrian region include tourists from Germany, Austria, Slovenia, Italy, and Nethderlands.

Also, with regards to GDP per Capita, Istria county holds the second position in the country with share of 7,11% in 2015. The highest contribution was recorded by City of Zagreb (9,99%).

NUTS 2013 - 2nd level and counties	2011.	2012.	2013.	2014.	2015.
City of Zagreb	10,36%	10,29%	10,12%	10,08%	9,99%
Zagreb	4,31%	4,32%	4,33%	4,42%	4,44%
Krapina-Zagorje	3,42%	3,46%	3,54%	3,65%	3,70%
Varaždin	4,55%	4,59%	4,69%	4,74%	4,77%
Koprivnica-Križevci	5,10%	5,07%	4,88%	4,81%	4,73%
Međimurje	4,61%	4,67%	4,71%	4,86%	4,86%
Bjelovar-Bilogora	3,83%	3,80%	3,79%	3,93%	3,95%
Virovitica-Podravina	3,45%	3,43%	3,35%	3,16%	3,15%
Požega-Slavonia	3,42%	3,37%	3,39%	3,26%	3,26%
Slavonski Brod-Posavina	3,22%	3,24%	3,26%	3,17%	3,21%
Osijek-Baranja	4,54%	4,48%	4,52%	4,51%	4,52%
Vukovar-Sirmium	3,38%	3,31%	3,34%	3,29%	3,35%
Karlovac	4,20%	4,20%	4,29%	4,25%	4,31%
Sisak-Moslavina	4,50%	4,50%	4,35%	4,13%	4,15%
Primorje-Gorski kotar	6,87%	7,26%	7,17%	7,03%	6,87%
Lika-Senj	4,38%	4,29%	4,33%	4,37%	4,39%
Zadar	4,51%	4,52%	4,53%	4,59%	4,63%
Šibenik-Knin	4,32%	4,35%	4,45%	4,52%	4,46%
Split-Dalmatia	4,44%	4,36%	4,36%	4,38%	4,40%
Istria	7,21%	7,02%	7,05%	7,14%	7,11%
Dubrovnik-Neretva	5,39%	5,46%	5,56%	5,72%	5,76%

Source: Statistical office of the Republic of Croatia.



Graph 1: Counties share to national GDP

In Istria County there are 19.071 registered enterpreneurs in 2017 (11.625 of which are active) with combined gross revenue in the amount of 33,865 billion HRK. Most relevant industries relate to food and accommodation, trade, transport, construction and services.

Unemployment rate

Istria County unemployment rate for 2018 was at 4,6% and has decreased from previous years. Also, in past three years Istrian region is experiencing lower unemployment rate due to the expansion of tourism and new jobs created.

County of	2011.	2012.	2013.	2014.	2015.	2016.
Republic of Croatia	19,1	19,7	21,5	22,2	19,3	16,9
Zagreb	18,0	18,6	21,5	21,9	18,2	15,1
Krapina-Zagorje	18,2	19,8	21,3	21,1	17,7	14,6
Sisak-Moslavina	30,9	33,2	34,8	36,2	34,4	32,3
Karlovac	25,0	25,7	26,2	25,6	24,0	21,2
Varaždin	15,0	15,4	16,9	15,8	12,4	9,5
Koprivnica-Križevci	18,7	20,4	23,9	24,4	19,7	16,7
Bjelovar-Bilogora	28,8	29,0	30,2	32,0	31,0	27,5
Primorje-Gorski kotar	15,7	15,6	17,0	17,9	14,9	13,0
Lika-Senj	22,3	20,9	23,0	24,6	23,3	22,3
Virovitica-Podravina	32,5	35,4	36,2	38,1	35,8	32,7
Požega-Slavonia	26,2	27,6	30,5	31,4	26,2	22,8
Slavonski Brod-Posavina	33,8	34,7	37,0	38,0	30,8	27,1
Zadar	21,0	21,1	22,5	22,5	17,7	16,0
Osijek-Baranja	28,5	29,3	32,1	34,3	31,9	28,8
Šibenik-Knin	23,3	24,0	24,8	25,5	23,3	22,5
Vukovar-Sirmium	32,2	32,9	35,8	38,0	33,6	29,7
Split-Dalmatia	24,0	25,8	27,9	28,6	26,1	24,1
Istria	11,5	10,9	12,6	12,9	9,9	8,4
Dubrovnik-Neretva	18,8	19,0	20,5	21,5	20,5	18,3
Međimurje	16,8	18,0	18,7	18,7	14,7	12,1
City of Zagreb	9,4	9,5	10,8	11,2	9,6	8,2

3. DESCRIPTION OF THE SITE AND ITS MAIN NEEDS

3.1 DESCRIPTION OF THE PROCESSING PHASES OF INTERCONNECTIVITY

Traffic infrastructure

The needs of the international community and a fast development of economy, especially of tourism as one of the strongholds of the development of the Istrian Region, affect the need for a quality traffic infrastructure. For this reason, big efforts are being invested in interregional connection within Croatia as well as in its connection with a wider European area. With this regards, road traffic is witnessing the largest development. It quite well covers the domestic needs and it contributes to a more balanced development of the coastal area and the Istrian interior. In the last few years, there have been increasing investments in the maintenance and the construction of port infrastructure, which contributes to an increase in maritime traffic and its safety. Air traffic also has all the necessary preconditions for a more significant share in the total traffic balance, especially in the field of passengers' transportation.

The Istrian Region pays lots of attention to the construction of the traffic system as long-term process, and to the safety of traffic, simultaneously taking care of environmental protection and the implementation of the principle of feasible development.

Maritime traffic

The Istrian Region has 445 km of seacoast. It passed through a significant development in maritime affairs in 1850 when the Austro-Hungarian Monarchy decided to construct its main port-the port of Pula. The entire construction of the port of Pula occurred in that period, as well as the construction of its coasts, shipyard, and the break-waters. Following the construction of the break-waters and due to its natural characteristics and geographic position (protected area and sufficiently deep sea), the port of Pula belongs among one of the best natural ports in the whole Adriatic.

According to the Decree on the Grouping of Ports Open for Public Traffic, the Istrian Region includes 7 ports with regional significance: Pula, Brijuni, Rovinj, Poreč, Novigrad, Umag, and Plomin.

Public traffic ports with regional and local significance (the total of 26) are administered by 5 regional port administrations founded by the Istrian Region (Port Administrations Pula, Rovinj, Poreč, Umag-Novigrad, and Rabac).

The Istrian Region has a regular ferry connection with the island of Cres through the ferry port going from Brestova to Porozina. Regarding other passenger connections on the sea, there is the connection from Pula to Mali Lošinj functioning during the season, and several boat tourist connections during the season to Venice and Trieste with ports in tourist centres (Poreč, Rovinj, Umag, and Pula).

Air traffic

The Airport Pula opened for international and domestic air traffic in 1967. It relies on the development of tourism, and it is situated in the Istrian Region.

The capacity of the airport is 1.000.000 passengers annually, and the capacity of the new port facility built in 1989 is based on maximally expected traffic of 10 airplanes and 5.000 passengers at the same time. Due to well-known circumstances, the number of passengers significantly fell in 1990.

The airport can accept larger airplanes. Because of its suitable meteorological, technical, and technological conditions, it is the alternative airport for Croatia and for the airports of the neighbouring countries.

In the area of the Istrian Region there is also a smaller airport Vrsar used for tourist traffic of small airplanes, sports and excursion flights and similar, and there are also some sports air-fields - landing fields: the most suitable in terms of space is the one in Medulin (Campanož). Locations in Karigador and Buzet are used for the needs of sport flying or paragliding.

Road traffic

The first definition of the basic road network in Istria can be found in the Regional Physical Plan of Istria completed in 1968. The change in the Physical Plan from 1983 stated that the gravity traffic centre connecting the west and the east part of Istria should be moved down from the Baderna loop to the Kanfanar loop. The Physical Plan of the Istrian Region adopted in February 2002 confirmed the same concept.

Following the planned concept, the construction of the Istrian Y Highway was launched, and the first 26-kilometres-long section Matulji-Lupoglav, including the Tunnel Učka, opened for traffic in 1981. The later constructed sections were Lupoglav-Cerovlje, Cerovlje-Pazin (Rogovići), and the sections Dragonja-Pula: Buje Nova Vas and Medaki-Kanfanar (viaduct Limska Draga), with the total length of 36 km. The period between 1997-1999 witnessed the construction of the section Pazin-Vodnjan, so that the total length of 90 km is used for traffic.

The works on the construction of the west end of the Istrian Y Highway are under way. The opening for traffic of the section from the loop Umag to the loop Medaki (Vrsar) is planned for May 2005.

There is a relatively dense network of public roads in the Istrian Region. However, when making an evaluation of the situation, we have to determine that the quality of the existing road traffic is unsatisfactory, and that the development of road infrastructure does not satisfy the increased necessities of road traffic.

We also need to point out that the care of the Istrian roads has been significantly improved following the establishment of the Region, towns, and municipalities. Many roadways were renovated and numerous macadam roads were asphalted.

The total length of roads in the Istrian Region is 1.812,950 km:

- State roads - 380,200 km
- Regional roads - 698,950 km
- Local roads - 733,800 km

- **Railroad traffic**

The need of constructing a railroad in Istria was born at the time of the beginning of the development of various industrial activities; shipbuilding, construction material, machine and electric industries, and also at the time of strong Austrian military interests. The continuation of the railway Vienna-Trieste in 1876 was the officially opened railway Divača - Pula (122 km long) with the branch Kanfanar - Rovinj (21,0 km).

West part of Istria, despite numerous initiatives, was connected with Trieste only at the beginning of the 20th century (1902), which was the year of the construction and the opening of the narrow-gauge track Poreč - Trieste (123,1 km), the famous "Parenzana", or Parenzaner Bahn, which was cancelled in 1935.

Almost 50 years had to pass to the continuation of the construction of new railroads in Istria. Towards the end of 1951, the new railroad Lupoglav - Štalije was constructed and opened for traffic (52,4 km). Its primary purpose was the transportation of the very important fuel at the time, the Raša coal. The connection of this railroad with Rijeka and Zagreb was also planned, but it was never realised.

Istrian railroads, Pula's and Raša's railroad, were thoroughly renovated in the mid-1980s. The cargo port Bršica was linked up in 1979 as an important industrial destination.

The beginning of the 1990s witnessed significant changes in the role of the Istrian railroads, when they were taken over by the Croatian Railways in the Croatian part of Istria. With the total length of 152,5 km, including the 2,7 km of industrial gauges, railroads were practically "cut off" from Croatian railroads (except for the indirect connection through Slovenian railroads) and they became railroads with local significance. Passenger traffic and cargo traffic are minor in relation to the existing capacities and possibilities, and thus unprofitable.

The future of the Istrian railroads, their survival and development, are conditioned by a direct connection with the Croatian railroads and their inclusion in the Slovenian and the European railway systems.

3.2 DESCRIPTION OF THE PROCESSING PHASES OF INTERMODALITY

Pula Airport is the international airport serving Pula, Croatia, and is located 6 km from the city center. It served 717,187 passengers in 2018. The airport is designated as the alternative airport for parts of Slovenia and a multitude of cities in eastern Italy. The airport also attracts jet set passengers flying privately or rented aircraft, visiting the Brijuni islands or attending concerts and shows at the Pula Arena and sailing their yachts. Pula airport is currently capable of handling large wide-body aircraft such as the Boeing 747 and Ilyushin Il-96.

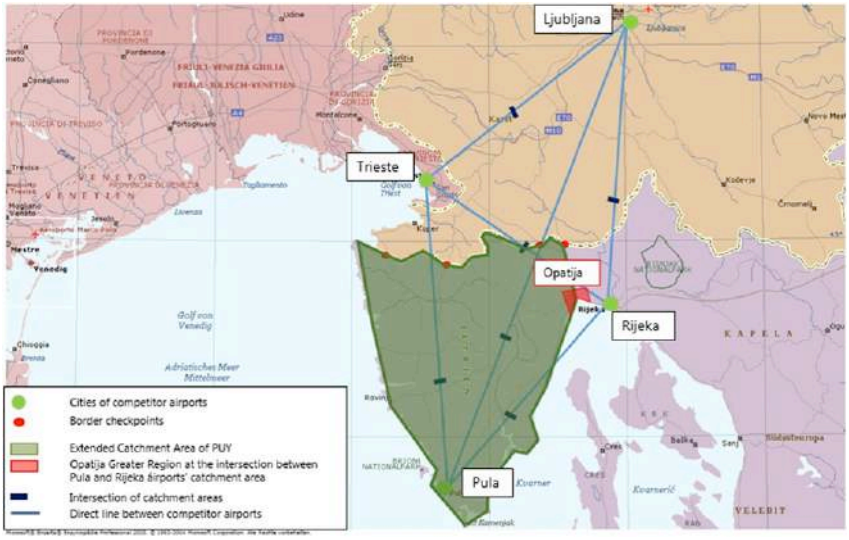
Direct Airport Catchment Area

The direct catchment area indicates the basic potential for the originating traffic (excluding transit) that can be used by any airport according to its own location and the location of its direct competitors, whereby the originating traffic includes all incoming and outgoing leisure and business travellers.

Located in Croatia, close to Slovenia but also to Italy, Pula Airport‘s closest competitors are Rijeka Airport, Trieste Airport and Ljubljana Airport. The regional layout of Pula Airport‘s catchment area can broadly be defined as Croatia‘s administrative region of Istria. As the brand „Istria“ is a renowned tourism magnet, Pula Airport‘s catchment area may be extended beyond this strict region to encompass other touristic spots in Istria‘s vicinity, as will be explained further on. This will require strong marketing activities in favour of Pula Airport.

There could be difficulties in terms of access, in form of border crossings and traffic jams on connecting roads due to checkpoints It is to be noted that the reflection about difficult access due to border crossing is relevant as Croatia, though being a member of the European Union has not fully joined the Schengen agreement. This situation is however expected to change in the coming years.

The gravity model calculation (taking into account the distance between two cities where competing airports are located as well as the number of inhabitants of those cities) enables to draw the following conclusions:



The light orange part on the above illustration represents the catchment area of Trieste Airport

(catchment area of 402.400 inhabitants). The green part on the above illustration represents the direct catchment area of Pula Airport (catchment area of 123.800 inhabitants).The blue part represents the catchment area of Rijeka Airport (catchment area of 338.000 inhabitants). the green part on the next map shows the catchment area to which Pula Airport can realistically extend. It encompasses Istria and goes a bit beyond. In particular its Eastern part needs to be „conquered" though not pertaining administratively to Istria.

The Traffic Forecast (TF) is the underlying driver for the economical evaluation as well as the investment program. The TF is the quantitative basis for the calculation of the required capacities in the individual functional areas of the airport at (pre-) determined points in time and the basis for calculation for operating revenues and costs. Therefore, the TF is of high value for the prognosis of the required development measures.

The traffic forecast is based on the historical data and on the key assumptions:

- The International traffic will prevail during forecasting period;

- New both Schengen & Non Schengen destinations will be acquired during the next 2 years' period and then development will follow in accordance with the forecasted growth rates per segment;

- The International flights network (Schengen, Non Schengen and CIS) will be extended over the forecasted period;

- No home based carrier(s) is foreseen during the forecasted period;

- LCCs will continue their operation at PUY;

- The Cruise & Fly system will be implemented at Pula Port and will bring additional passenger flow to the airport;

- The forecasted market demand is not restricted by lack of technical airport capacities.

The degree of success in achieving the forecasted volumes relies in the end also on the development of the market environment (macro -economic data), which cannot be influenced by the airport management. Therefore, the traffic forecasts take into account different development scenarios that are based on different market conditions.

Passengers from Cruise & Fly Concept

The "Feasibility Study and Cost Benefit Analysis for construction of Maritime Passenger Terminal at Pula Port" prepared by V.T.P Engineering (version August 2015), it is foreseen to build the new infrastructure, which will allow to serve the big cruise ship at Pula port.

The table below shows the expected passenger volumes at Pula port (source: "Feasibility Study and Cost Benefit Analysis for construction of Maritime Passenger Terminal at Pula Port" (version August 2015, page 123):

	3-5 godina		7-10 godina		15-20 godina	
	Min.	Max.	Min.	Max.	Min.	Max.
Broj ticanja	70	90	130	150	200	300
Prosječni broj putnika po kruzeru	1,143	1,111	1,154	1,200	1,250	2,000
Ukupan broj putnika	80,000	100,000	150,000	180,000	250,000	600,000
Putnici u matičnoj luci	**32,000**	**40,000**	**90,000**	**108,000**	**150,000**	**480,000**
Putnici u tranzitu	48,000	60,000	60,000	72,000	100,000	120,000

The forecasted Homeporting passenger traffic was added as the expected potential for PUY Airport based on the following assumptions:

- Start of operation of Cruise & Fly system – 2021

- The forecasted airport add-on traffic is calculated in Base Case Scenario

- Expected number of homeporting passengers – in accordance with the study done by V.T.P Engineering.

Pula Port Authority was established as a non-profit organization by the Region of Istra in 1997 for manage and develop of Port of Pula Its main activities are:

- construction, maintenance, management, supervision, protection and development of maritime domain – port area in city of Pula and nearby municipalities Krnica, Fažana, Medulin, Premantura, Valbandon, Bunarina, Vinkuran Bay, Štinjan, Fishermans cottage, Free commercial Zone of Pula,
- management of all kind of port traffic in the port open for the public transport of passengers and transport,
- providing Public service for which economic interest do not exist,
- Operative territory surface: (next in the text)

Future development of Port of Pula plans are:

Further development of Pula port authority is based on construction of the port coast, nearby promenades and the environment landscape, further arrangement of berths for the local population, construction of a passenger building and so one.

The biggest planned infrastructure project is the construction of a cruise terminal.

Picture __: Future Crusie terminal - Pula - Port

Pula Port Authority development plans have been adopted in accordance to regional strategies of developing Rt Guc Bay. Once constructed, Port of Pula will consists of international ferry port, cargo port, cruise port and port for local transport.

Also, the contribution of development of Pula – Port bay will be constructing of buildings for port purposes, which will be constructed in 2020.

The construction of BUSS station will be close to the buildings.

Buss station which will connect the port and airport and contribute to the passengers will be constructed close to the catamaran line to the islands.
Buss transport from airport to the port and from port to the airport will be the most secure and cheapest way to reach the Pula center from the airport, and reverse.

3.3 BOTTLENECKS

Major problem in connecting Pula Airport and Port is existence of one possible connection by road. There is no ferry connection between Port and Airport. Both of institutions are in passengers service. Seasonal character of business is limited on 5 months per year (May-September). There is no demand outside this period of the year. The lack of airport is absence of Home carrier. The lack of Pula port is that there is no banchina for cruisers. So Pula is only port of call. The passengers have to leave the cruiser outside of port by small boat. It is not “good option” for tourists-passengers. Airport of pula is point to point destination, there is no possibility to reach other destination like in Hub to hub destination.

4. THE ROLE OF THE SITE IN LOCAL NETWORKS AND IN THE TEN-T NETWORK

The Trans-European Transport Network (TEN-T) is a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals. It consists of two planning layers:

- The Comprehensive Network: Covering all European regions,
- The Core Network: Most important connections within the Comprehensive Network linking the most important nodes.

The ultimate objective of TEN-T is to close gaps, remove bottlenecks and eliminate technical barriers that exist between the transport networks of EU Member States, strengthening the social, economic and territorial cohesion of the Union and contributing to the creation of a single European transport area. The policy seeks to achieve this aim through the construction of new physical infrastructures; the adoption of innovative digital technologies, alternative fuels and universal standards; and the modernising and upgrading of existing infrastructures and platforms.

Pula Port And Pula Airport in Istrian region take part of TEN-T comprehensive network.

Comprehensive & Core Networks: Inland waterways
Railway and ports

Comprehensive & Core Networks: Inland waterways Railwaya and airports

5. THE INTERNATIONAL INVESTIGATION AND CAPITALISATION MANUAL

The port of Pula is located near the town center of Pula and close to the Amphitheater of Pula. The distance from the port to the main bus station is 6-7 minutes' walk; to the train station is 3-4 minutes walking distance. The city center is a 9-10 minute walk. From the port, passengers can take the passenger catamaran line to the islands of Unije, Susak, Ilovik, Silba and Zadar, or catamaran to Venice. In addition, from the city center, tourist ship lines run around the Brijuni Islands.

There is no bus station in the port; port is actually not in connection to the airport, except by taxi service.

There is no adequate city bus line, which due to traffic jams is irregular or delayed.

There is no single system for booking certain means of transport. Now, it is easiest to use a taxi for every passenger, which is also the most expensive.

Constructing a bus stop in port will help to the passengers to travel easier and cheaper.

Involved partners: Pula Airport Ltd, Pula Port Authority

Main challenge: Integration of Port of Pula and Pula Airport in public transportation system in order to provide smart connections with city center and islands

Objectives:

- To design a well-structured and organized connection from the airport to the city center and the port, as from passengers are reaching other touristic destinations (islands)
- The Airport of Pula must improve its level of connectivity with other means of transportation, especially with the public transportation system which is not available at the moment (only private services via shuttle buses offered)
- To design and implement smart and low cost intermodal solutions which could improve the processing of passengers to and from Pula Airport
- collaboration with Pula Port Authority

- **That lack of cooperation and coordination** becomes more intense by transportation modes multi-stakeholder and competitive environment of operation. Most companies and agencies surrounding transportation system exhibit their own strategic planning and goals that provide difficulties in developing a synergic environment. Due to such circumstances, developing and maintaining an intermodal network of transportation seems to be very ambitious and complicated, taking also into consideration that a functioning and unanimously accepted revenue sharing system for these traveling is non-active and even absent.
- **Passenger's participation** on intermodal transportation system entails open source information accessible to the public.

Expected results:

- Integration of the Port and Airport of Pula in public transportation system
- Establishment of intermodal planning and operational unit in the Airport of Pula
- Monitoring and cooperation network comprised of key local-regional and national stakeholders including Port and Airport of Pula

6. THE DESCRIPTION OF THE INTERVENTION

The Pula Airport can be reached by shuttle bus only in summermonths, with few connections and a lack of frequency with Pulacity and there's no integration of shuttle bus with other forms of transportation. The project will foresee a testing phase to putinto practice several solutions identified, with the aim to testnew mechanism which will speed up the tourist processingbetween ports and airports during the peak season. Differentfields will be tackled by the testing phase and for Pula will focuson the ferry connections. Moreover Pula airport will benefit from the pilot experiences of the other project's partners that will share their feedback and results in order to give the opportunity to other partners to adapt the tested solutions. The project will indeed bring a great benefit in terms of improved intermodality. The project will also give to the airport the opportunity to play an important role in the definition of a transnational strategy, creating cooperation opportunities not only with the region of Istria but also with other airports and local/regional bodies in other countries. Moreover the Pula airport will improve its competences in transnational cooperation and EU project implementation, also thanks to the support of an experienced external expert. According to Application form, specific objective that needs to be reached in Istrian region relates to connect Port and Airport with buss shuttle line.
The Port Authority (and all the included ports in it) will mainly benefit from: - The identification and selection of those intermodal models already experimented and implemented around the world, which could be easily adapted in the County of Pula. - The results from the testing phase that will bring concrete results from the pilot activity implemented at the Pula Port (Integration of Port of Pula and Pula Airports in public transportation system in order to provide smart connections with city centre and islands) but also from the experiences of other partners that will share their results after the pilot action.

Construction of the buss station in Port of Pula, which is 4 minutes from railway station walking distance, 7 minutes walking distance from central buss station.
Establishment off connection between Airport and Port by direct shuttle buss, turnover 30 minutes.
Creating the timetable of shuttle and promote trough different media (social, web, tourist agencies, tourist points). Also, we will mark it on the airport and in port.

7. RECOVERY PLAN

7.1 THE TIME FRAME

Risk identification

Pula Airport and Pula Port Authority have organised several meetings in order to discuss project implementation and to coordinate project activities. During this meetings specialised group from experts from both parties which included project managers, thematic and technical experts and other employees necessary for testing pilot actions performed discussions in order to identify possible risk and recovery procedures as well as risk mitigation measures.

NO risks were found.

8. THE INVESTMENT AND THE MANAGEMENT COSTS

Action plans should be accomplished with following budget per partner:

Pula Airport:

- Staff costs in the amount of 80.000,00 EUR
- External expertise costs of 4.500 EUR for printing of transnational report, valuation of passenger satisfaction survey and web promotion on specialized websites

Pula Port Authority:

- Staff costs in the amount of 30.000,00 EUR
- External expertise costs of 41.315,11 EUR for printing of transnational report, valuation of passenger satisfaction survey and web promotion on specialized websites and for external company for developing testing actions on Pula Port

8.1 THE CONSTRAINS

There are no constraints resulting in budget allocation for performing activities described in Action plan.

8.2 THE FAVOURABLE CONDITIONS

All procurements are finished within set deadlines and within set budget. Pula Port Authority and Pula Airport are prepared for testing pilot actions.

Nina Vojnić 4/4/19 10:28
Comment: Sanja molim te vidi jeste li spremni

9. TESTING PHASES

After adoption of Action plan, Pula Port and Pula Airport shall undertake testing of implemented pilot actions through following steps:

- Testing plan adoption,
- Testing execution,
- Testing evaluation report.

Testing plan

Pula Port and Pula Airport shall develop its own testing plans with valuation of passenger satisfaction during te summer season 2019.

Testing execution

After adoption of testing plan, partners shall undertake procedures for testing the pilot actions with an adequate number of passenger users of shuttle bus transport .

Testing results

Once testing execution is performed, testing results needs to be summarised and evaluated. Besides employees of partners, testing results shall also be evaluated by TTAB in order to ensure transparency and compliance to project objectives.
Evaluation of testing results shall be presenting through Testing evaluation report which conclusions will then be used in production Integrated Strategic Plan.

Testing plan of each partner is integral part of Action plan and is given in Attachments to AP.

10. INVOLVED SUBJECTS AND STAKEHOLDERS

During preparation and execution of Action plan involvement of different subjects and stakeholders is necessary. List of involved subjects and stakeholders will be elaborated together.

11. CONCLUSION

This project and activities in this Action plan are the first step toward intermodal transport between ports and airport in Istria County.