



Deliverable T3.2.2 «Stakeholders' and expert opinions capturing report»

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Introduction

The Inter-Connect project pursues the promotion of integrated sustainable transport and the reduction of bottlenecks in public transport infrastructures, by increasing the capacity of existing transport services and promoting integrated as well as connected solutions across the Adriatic and Ionian Sea.

In order to contribute to such ambitious goal, WP T3 exploits and generalised the results of the previous two technical WPs (see Figure 1), thus elaborating on the Inter-Connect Roadmap on ADRION's passengers' intermodal transport and rail enhancement.

In this purpose, the WP T3 is bringing together the outcomes of different local/regional level focuses, carried out within WPT2, thus developing a strategic vision for the overall ADRION area, also on the basis of the comprehensive background provided by WP T1.

The underlying idea implies attaining a comprehensive vision by putting together specific analysis aiming to overcome regional/local level criticalities providing different pieces of the puzzle making up the ADRION multimodal transport network. This approach is based on the previous experiences (esp. gained through the previous Rail4See project - South East Europe Programme 2007-2013), which has shown how the enhancement of regional services (integrated services, improved quality, better facilities) accompanied with the development of synergies among key players at bilateral and multilateral level (neighbouring countries) can support transnational connectivity. Hence, WP T3 exploits the cases examination (regional level) and cooperation schemes identified for eliciting proposals for transnational connectivity.

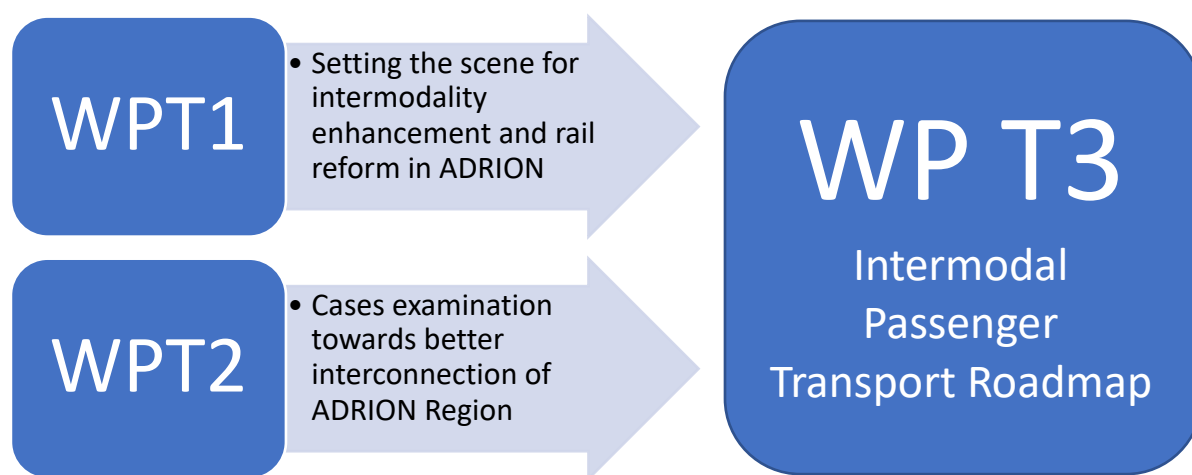


Figure 1 - WP T3 and the other technical WPs of the Inter-Connect project

In order to achieve these results, the WP T3 is structure in 3 activities (see Figure 2). In particular, the stakeholder and expert's opinion capturing and reporting described in the present document is part of the second activity, which addresses the key aspect of keeping involved the stakeholder also providing them with the strategic transnational perspective.



Figure 2 - Deliverable T3.2.2 (in red colour) within Inter-Connect project WP T3 activities

Such involvement and engagement process has been carried out through a set of 2 round tables (D T3 .1.1) in each Interconnect pilot area, according to a two-stage process described in the first chapter. Among others, a key outcome of the round tables is the collection of feedback through the carried-out surveys, which are providing the stakeholders' and expert views on intermodal solutions adoption and assessment, as described in the second chapter.

Furthermore, in the following paragraphs within the present introduction an insight on the challenges for the intermodality promotion of the ADRION area as well as a brief summary on the Inter-Connect case studies is provided.

1.1 The role of the Inter-Connect project in the rail and maritime intermodality promotion in the ADRION area

The EU regional strategy for the Adriatic and Ionian Region (called "EUSAIR") approved by the European Council in 2014, addresses the needs and potential of a smart, sustainable and inclusive growth of the Region and provides a general framework as well as specific action plans to tackle challenges and opportunities, through cooperation between EU and non-EU countries. In this purpose, the implementation program promotes an innovative concept of territorial development, with the main objective of promoting the economic and social growth of the area.

The EUSAIR Strategy has as its main objective the promotion of the socio-economic prosperity of the Region through economic-productive growth, the creation of jobs, the improvement of the attractiveness, competitiveness and connectivity, while preserving the environment and ensuring the health of marine and coastal ecosystems. The development of efficient transport systems in urban areas has today become increasingly complex due to city congestion and urban expansion. Consequently, the

role of public authorities is of fundamental importance for territorial planning, for the financing of programs, and to guarantee an exhaustive regulatory framework.

In this purpose, it is also to underline the importance acknowledge to sustainable transport issues, which are directly addressed through one of the second pillar (out of four) of the Strategy: “Connecting the region”.

More in detail, this pillar is focusing on three topics:

1. Maritime transport;
2. Intermodal connections to the hinterland;
3. Energy networks.

The Inter-Connect objectives are directly linked to the EUSAIR strategy. In fact the Inter-Connect project pursues the promotion of sustainable transport in the ADRION area developing different solutions aimed to promote transport integration among partner states (Albania, Bosnia and Herzegovina, Croatia, Greece, Italy, Montenegro, Serbia, Slovenia), taking advantage of the rich natural, cultural and human beings that surround the Adriatic and Ionian seas, and reinforce the economic, social and territorial cohesion of the area. The Adriatic and Ionian seas constitute an important crossroads for goods and passengers (Figure 3).

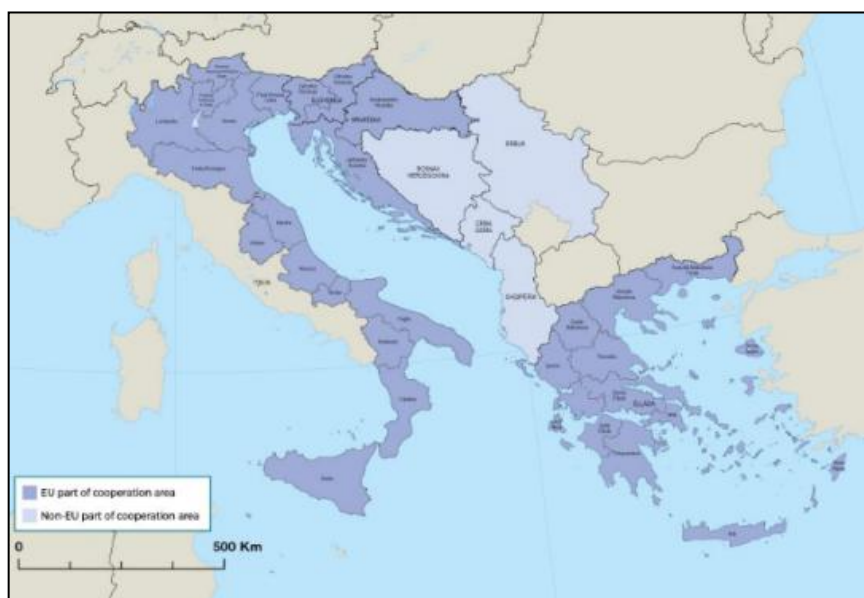


Figure 3 - ADRION cooperation area

The ADRION area is affected by significant infrastructural deficits related to accessibility with public transport solutions. In particular, the rail network, especially in the Western Balkans (Albania, Bosnia and Herzegovina, Greece, Montenegro and Serbia) requires urgent improvements in order to remove all existing bottlenecks and inefficiencies (source: EUSAIR documents).

With reference to maritime connections, they often are not adequately linked with the inland public transport networks. Hence, it is important to improve land-sea inter-connectivity, by developing forms of intermodal transport between ports and cities. This aspect is important also in order to increase the competitiveness of the inland economy.

Hence, the Inter-Connect project aims to promote intermodal passenger transport and to revitalize the use of rail transport in ADRION, through different soft measures capable of reducing the current inefficiencies and problems. In particular, the Inter-Connect project examines the potential for promoting intermodality in 8 regional cases (Figure 4), Igoumenitsa (GR), Emilia Romagna Region (IT), Friuli Venezia Giulia Autonomous Region (IT), Ljubljana (SL), Zagreb (CR), Bar (ME), Durazzo

(AL) and Belgrade (RS), with the aim of extracting valuable information (effective measures, cooperation schemes necessary to support the implementation of interventions, potential transferability, financing schemes for the realization of actions). The relevance of the case studies is not limited to the specific analysed issues and context since a particular deal is being paid to facilitate their generalisation and replication, thus capitalising the lessons learned in order to improve the connectivity of ADRION.

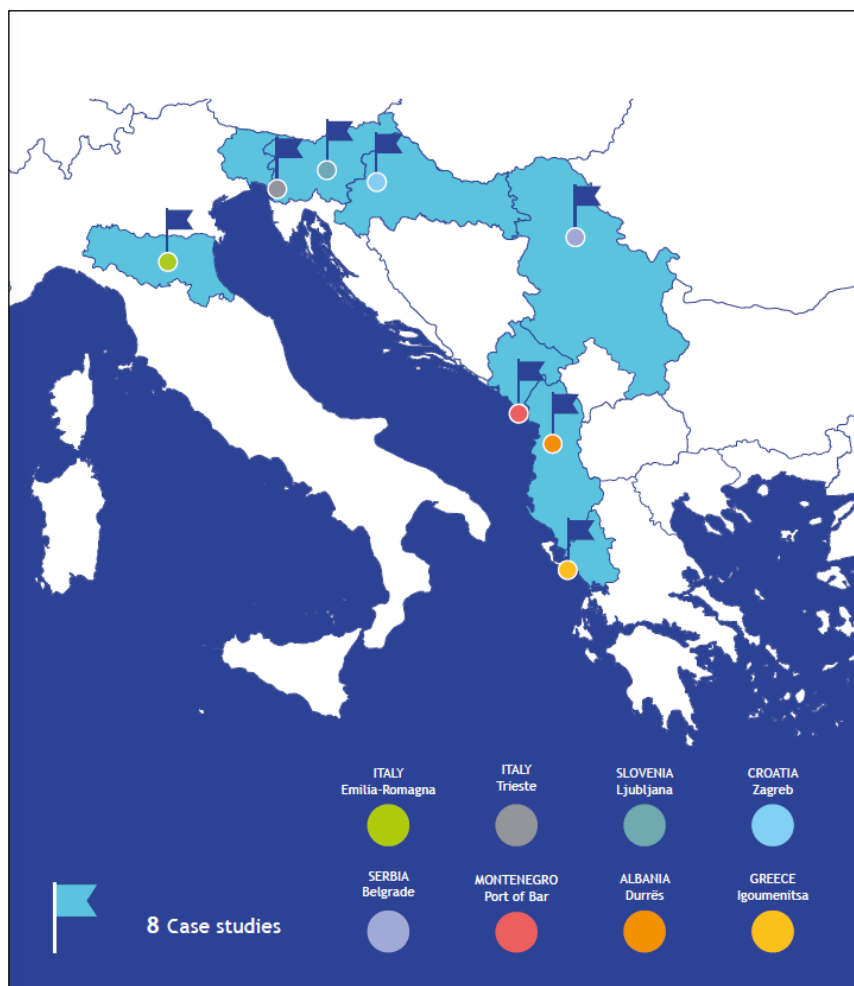


Figure 4 - Inter-Connect cases. Source: Inter-Connect Final Publication

The Inter-Connect project promoted rail and maritime intermodality addressing three different dimensions: soft measures (measures for increasing the efficiency of existing services and infrastructures without the need for big investments), major/severe measures (measures implying relevant public investments, such as infrastructure realisations) and administrative/governance measures (Figure 5).

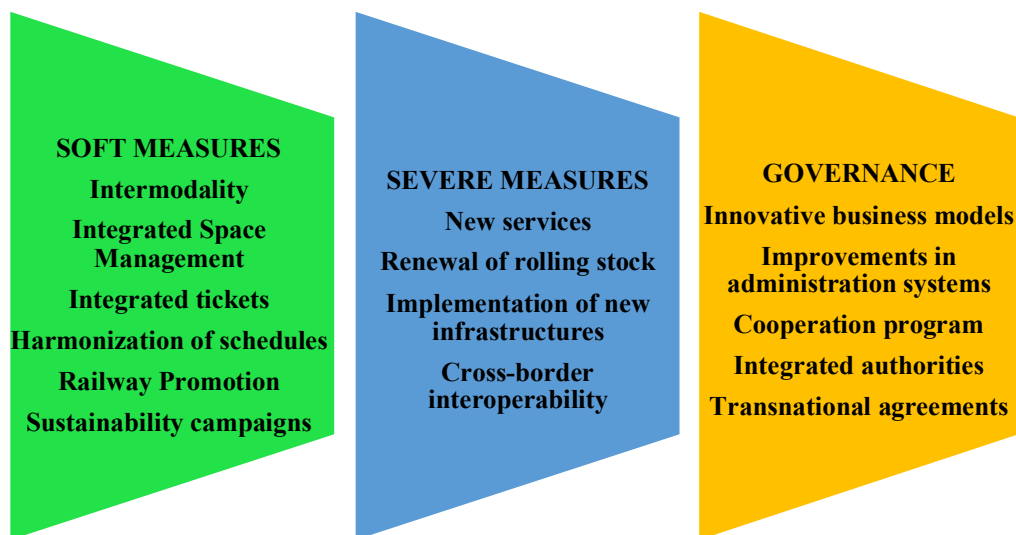


Figure 5 - Interaction of various groups of measures in the sectors of sustainable mobility

1.2 Inter-Connect Case studies (and involved stakeholders)

In this paragraph a brief insight to the specific themes of the project pilots is provided in order to better define the different contexts and main objectives addressed during the Inter-Connect project implementation.

Each partner had developed ideas and projects concerning their area or country, capable of supporting and encouraging the railway use and intermodal passenger transport solutions, with attention to intermodal solutions able to revitalize coast-inland connections. To this end, the Inter-Connect project has followed a bottom-up approach ("bottom-up" approach) to verify that the interested entities place their weaving towards cooperation aimed to overcoming legal, infrastructural and operational barriers, and to provide better intermodal solutions for maritime and rail passengers.

Overall, the Inter-Connect case studies' specific objectives are:

- Increase efficiency and reduce the environmental impacts of transport systems, in particular by providing alternative, sustainable and environmentally friendly solutions;
- Improvement of the competitive profile of public transport;
- Facilitate the creation of synergies between transport operators;
- Creation of increasingly integrated rail services at local and transnational level;
- Increase the number of passengers (tourists and commuters) using railway and sustainable transport solutions;
- Support port-rail connections.

The scope of the potential interventions to promote intermodality in the 8 Inter-Connect case studies are examined from the regional / local point of view in order to identify strengths/weaknesses, cooperation and funding schemes and all the valuable information for the development and implementation of the project itself, also evaluating the transferability potential in another ADRION areas with similar characteristics.

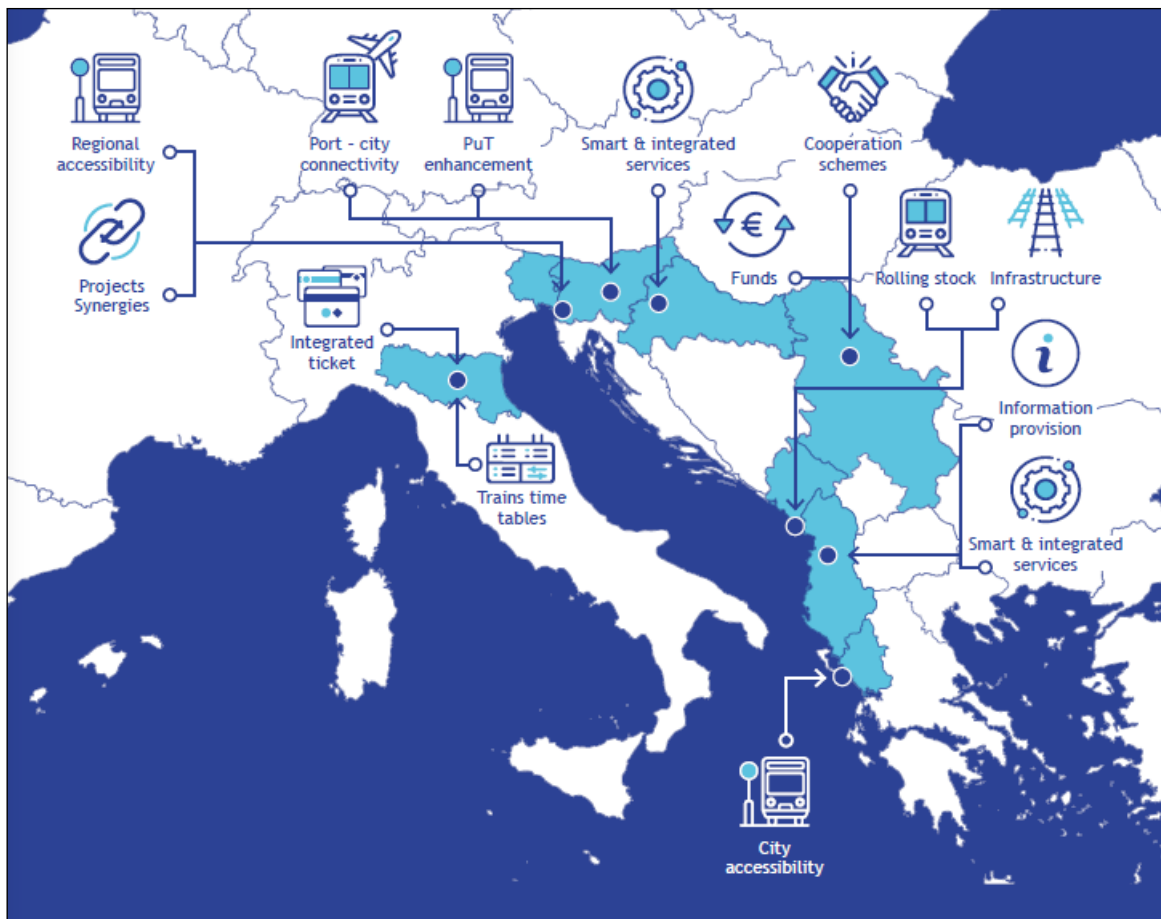


Figure 6 – Location and objectives of the Inter-Connect case studies Source: Inter-Connect Final Publication

More in detail, the following table provides an overview of each case study by specifying its main goals as well as the related level of examination (local, regional and transnational connectivity).

In this purpose, out of the 8 Inter-Connect cases, 4 dealt (not exclusively) with intra-city connectivity by PuT, 6 with regional connectivity and 3 cases also approached the examination from a transnational level.

Table 1: Case studies main goals and Levels of examination (local, regional/national and transnational connectivity) per case

Case Study	Main goals	Local scale	Regional/national scale	Trans-national scale
Igoumenitsa	<ul style="list-style-type: none"> - Promotion of more attractive public transport service for tourists - Create a hub to hub regular connection between the port and the inter-city public transport terminal. - New PT service (including a Demand Responsive line) to serve seasonal needs during summer peak period. 			

Emilia Romagna Region	<ul style="list-style-type: none"> - Increase rail passenger attractiveness reducing the travel time among Bologna, Ravenna and Rimini adopting soft solutions. - Develop a train-bus integrated ticket for tourists visiting the Romagna region using public transport. 			
Ljubljana	<ul style="list-style-type: none"> - Improving the connections from coastal areas to Ljubljana Airport and Ljubljana urban region. - Improving info-mobility services for tourists as well as fare integration and integrated ticketing. - Organisational and regulation aspects aimed to improve public transport operation and the interconnectivity at regional level. 			
Trieste & Friuli Venezia Giulia region	<ul style="list-style-type: none"> - Improvement of public transport urban interchanges between buses/train hubs and the maritime passenger's terminal. - Understand the potential of a new maritime public transport connection from Trieste (Muggia) to Koper (Slovenia). 			
Zagreb	<ul style="list-style-type: none"> - Improved information provision relate to timetables, punctuality and other problems during the trip (delays, unexpected events, etc.). - Facilitating and improving faster and cheaper train trips for tourists from coastal to inland areas. 			
Bar	<ul style="list-style-type: none"> - Harmonization of the timetables. - Integrated ticketing service - Providing real-time and reliable information. - Improve port to city connectivity as well as the role of port of Bar as gate at ADRION level. 			
Durres	<ul style="list-style-type: none"> - Better train services information to final users through new technological solutions. - Improvement of the train connections among inland and coastal areas (Tirana and Durres). 			
Belgrade	<ul style="list-style-type: none"> - Definition of new solutions for urban promotion of intermodal bus and rail solutions. - Definition of innovative solutions to improve the movement of passengers between two main transport nodes (Central railway station and central intercity/ international bus station). 			

2 The involvement process of experts/stakeholders (roundtables)

As already stated, a key aspect in the development of Inter-Connect case studies was the active involvement and confrontation with stakeholders.

The involved stakeholders included relevant decision-makers and experts in each regional/local context addressed by the case studies.

In this purpose, different means (e.g. invitation letters, emailing, questionnaires and surveys, public/restricted/bilateral meetings) have been used for involving and engaging them, as to cope with different needs and relevant steps in case studies development, such as:

- Start involving and contacting relevant stakeholders for the case study development
- Collecting information as to ensure as to map the addressed issues and provide a sound knowledge base with respect to a pre-identified set of aspects to be investigated
- Focus and deepening on specific aspects interacting freely with a committed expert/pertinent stakeholder
- Favouring the exchange of ideas and brainstorming ensuring all different viewpoints to be represented
- Reaching a consensus and ensuring long-term commitment

Among the different means of involvement, round tables proved to be particular effective, due to the possibility of interactive confrontation and discussion with and between stakeholders, thus representing a key success factor for case studies development process.

In fact, round tables provided relevant occasions for a comprehensive update as well as for developing a shared vision and, consequently, jointly agreed decisions. Furthermore, it is to underline how the held round tables have been characterised by a relevant deal of technical discussion and expertise.

In particular, in each local/regional context two round tables have been carried out during the case studies development, reported in the following table. In the case of Trieste, the final round table (held on 31/10/2019) was actually the third one. In fact, between the two rounds an additional one was carried out (on 23/05/2019) also for testing the possibility of obtaining feedbacks on measures, from Local Stakeholders on the Transnational/ADRION dimension (moving from cases to connectivity in ADRION

Table 2: The Inter-Connect Round tables

	First Round table	Second Round table	Local MoU status / progress
Trieste	30/07/2018	31/10/2019	signed: 16/12/2019
Ljubljana	12/10/2018	11/12/2019	signed by various stakeholders within 30/06/2020
Zagreb	20/12/2018	08/11/2019	signed: 28/04/2020

Belgrade	31/01/2019	19/02/2020	signed by various stakeholders within 05/08/2020
Emilia - Romagna R.	22 and 26/03/2018	20/02/2020	Expected to be signed in September 2020
Port of Bar	08/02/2019	18/12/2019	MoU signature expected in September
Durres	26/11/2018	29/01/2020	signed by the various stakeholders within 15/05/2020
Igoumenitsa	21/09/2018	09/01/2020	signed: 17/07/2020

The concrete and goal-oriented approach of the case study as well as of the round tables themselves is well-testified by the fact that they provided a relevant step towards the signature of local level MoUs, where the stakeholders have committed themselves to support the measures resulting from the developed case study.

Hence, each of these local level MoU are connected with the respective local/regional case studies. Furthermore, on the basis of the shared vision attained by generalising and bringing together the achieved insight and obtained results a general MoU is being signed as well.

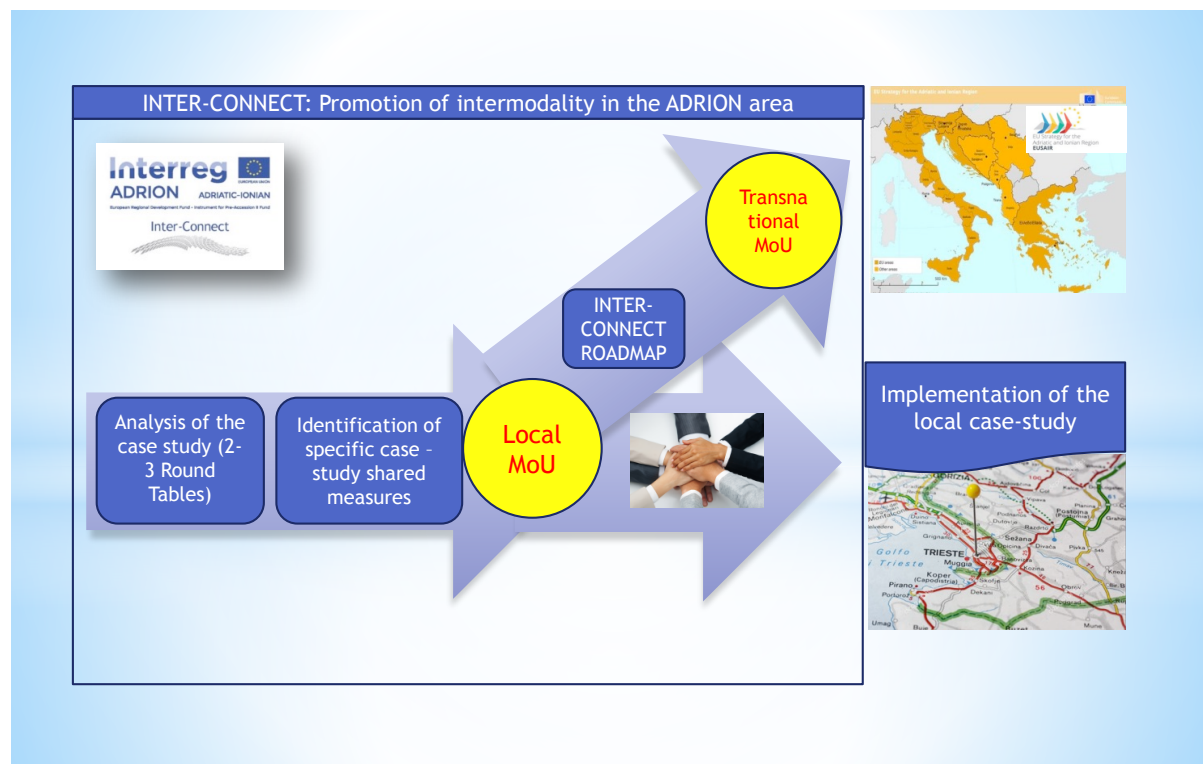


Figure 7 – The MoUs and the linkage between the local and transnational level

This effort for achieving a general vision was also directly pursued within the round table discussions, by presenting to the stakeholder the overall Inter-Connect vision and by explicitly requesting them feedbacks according to general aspects according to a common survey schema defined at project level.

In particular, this implied:

1. A survey on the perceived importance of different attribute o public transport services during the first round table
2. A survey on the analysis of cluster of ADRION improvement measures during the second round table

3 Analysis of the outcomes of the experts' opinion capturing process

In this chapter the experts' opinion capturing process is described. As already anticipated, such process encompassed two steps, respectively carried out within the 1st and 2nd round tables, each one different theme addressed, respectively.

- 1- Ranking of PT transport attributes (Round Table 1)
- 2- Assessing Measures (Round Table 2)

The second points, pertinent to the process carried out within WP T3 leading to the development of the Inter-Connect Roadmap is discuss in detail in the second paragraphs. Nonetheless a brief recall of the first step (whose detailed description is, more appropriately, provided in the D T1.3.2 and D T2.1.1) is given in the first paragraph as to provide a general overview of the process.

3.1 Experts opinions on key PT services attributes

Within the first round table, stakeholders and experts were asked to assess the importance of different attributes of public transport. The purpose of the survey was to support the mapping of significant features of Public Transport that are able to contribute in modal shift towards more sustainable urban mobility as cost, travel time and services quality (reliability, coverage and frequency). Furthermore, the adopted approach allowed to proceed with the identification of the needed improvement on sound basis, according to a generalised approach.

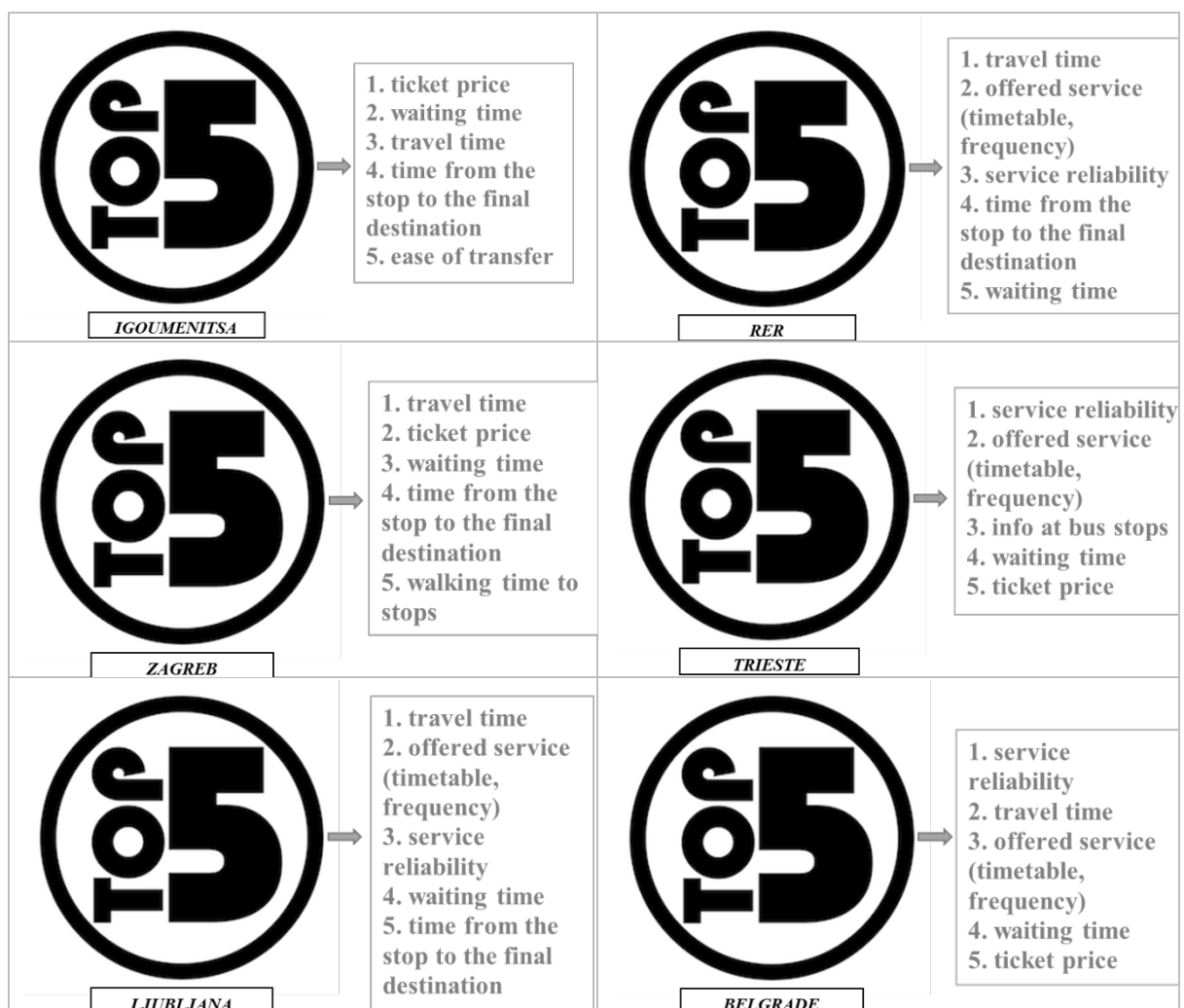
In particular, participants were requested to provide a ranking (from the most important to the less important) to the list of attributes reported in the following table.

Table 3: List of Public Transport Attributed proposed for the importance ranking

CATEGORY	Public Transport Attribute
■ Level of service	walking time to stops
	waiting time
	travel time
	time from the stop to the final destination
	ticket price
■ Supply	Ease of transfer
	Offered service (timetable, frequency)
	Service reliability
	Special Lines for events, football, concerts, etc
	Nocturnal/weekend services
	coverage of lines
■ Information	Info at the bus stops
	Info at digital platforms
	Info on board

■ Comfort	Occupancy
	Air conditioning / heating system
	Space for people with reduced mobility
	Comfort of buses (seats and grab handles)
	Cleanliness
	Possibility of carrying large objects
■ Driver behaviour	Driving style
	Driver kindness
■ Sustainability	Hybrid / Biofuel
	Noise pollution

The obtained outcomes present a certain degree of heterogeneity, also due to the different composition of the stakeholder sample as well as to the different perspective associated to the various contexts. The figure below presents the top five features per case.



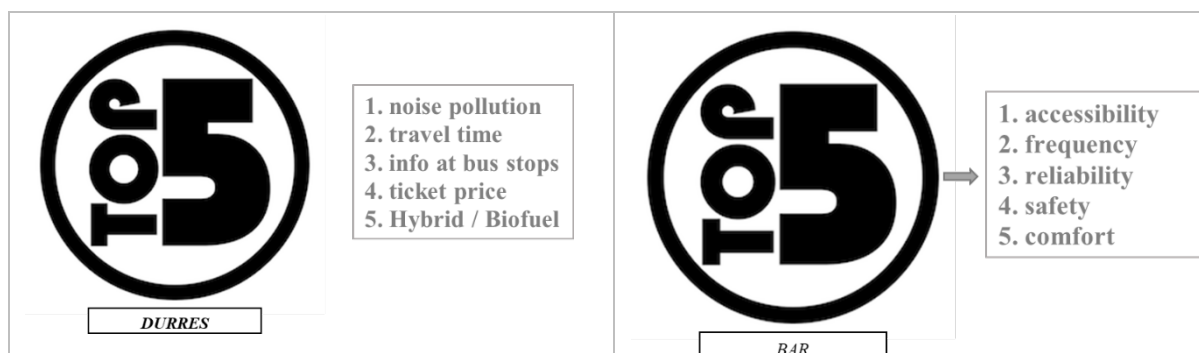


Figure 8 - Top-5 public transport attributes, stakeholders' perception

As a general comment, it can be ascertained that areas that present stronger PuT profile are more willing to achieve services of better quality (i.e. frequency, reliability, reduced travel times) while others need to highlight the difference in cost of public and private transport. It is also important that for Durres, that is a port city with high private car and trucks use, particular attention is given to investing in noise and pollution alleviation measures.

3.2 Priority and relevance of identified clusters of measures

The methodology

The second round-table survey oriented focused on the assessment by stakeholders of a cluster of measures for improving sustainable intermodal transport in the ADRION area, thus providing also relevant elements for the development of the Inter-Connect roadmap (D T3.1.1).

The purpose of the (user-centered) survey was to:

- ASSESS the nature and importance of the measures as perceived by the stakeholders
- UNDERSTAND how experts in the field of passenger transport, representing different disciplines, value the importance of each cluster of measures
- GATHER feedbacks or comments by stakeholders from the public and private

Therefore, each stakeholder was invited to fill in a questionnaire requesting to rank the elements of the following list of pre-identified clusters of measures:

- a) High levels cooperation / agreements
- b) Stakeholders' engagement & actions/ initiatives synergies
- c) Awareness raising for sustainable mobility
- d) Sustainable tourism promotional campaigns
- e) ICT / apps
- f) Advanced (harmonized, integrated, of high quality) services provision at local level
- g) Advanced (harmonized, integrated, of high quality) services provision at transnational level
- h) Hard 'rail' measures - infrastructures

This ranking was meant to provide the level of prioritizations needed between the different clusters of measures according to the perception of the stakeholders. Moreover, the questionnaire required to

specify the time horizon (long/medium/short period) associated to each cluster of measure and, in case, to add some comments.

In order to provide a clear understanding a set of examples of measure has been provided as well.

Context and outcomes from each RT

In the following paragraphs for each of the RT is provided a brief description, specifying the main themes addressed and characterising the sample of participating stakeholders (thus providing the context of each survey), along with the a representation of the obtained average ranking and assessment. In particular, in order to provide an insight on the actual composition of the stakeholders' sample, the following 2 classification/clustering are applied.

The first one is based on a subdivision of typological character among the following categories:

1. local public authority
2. regional public authority
3. national public authority
4. sectoral agency
5. infrastructure and (public) service provide
6. interest groups including NGOs
7. International organisation, EEIG under national law
8. Higher Education and Research
9. Others

The second one is based on a subdivision of thematic character among the following categories:

1. Local, Regional and National Authorities
2. Tourism
3. Other mobility related bodies
4. Railways
5. Academia & transport experts
6. Airports
7. Local & regional PuT operators & managers
8. Ports & maritime

3.2.1 Igoumenitsa

The second round table was held in Igoumenitsa on 09/01/2020.

The meeting encompassed the discussion on the public transport pilot case set up for Igoumenitsa, with a particular deal paid to its operational and financial/socio-economic data, as well as with the presentation of results of the survey campaign carried out last summer on the characteristics, choices and preferences of the users of the services addressed. On top of such analyses, the measures to be included in the LOCAL Memorandum of Understanding were discussed.

Out of 16 participants, 10 stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

As from Figure 9, showing the percentages according to the “typological” classification, 50% of the stakeholders belong the category “infrastructure and (public) service provider”. A 20% value is associated both to “sectoral agency” and to “others” (in this case, representatives traffic police and coast guard authority). The remaining 10% is attributed to “regional public authority”.

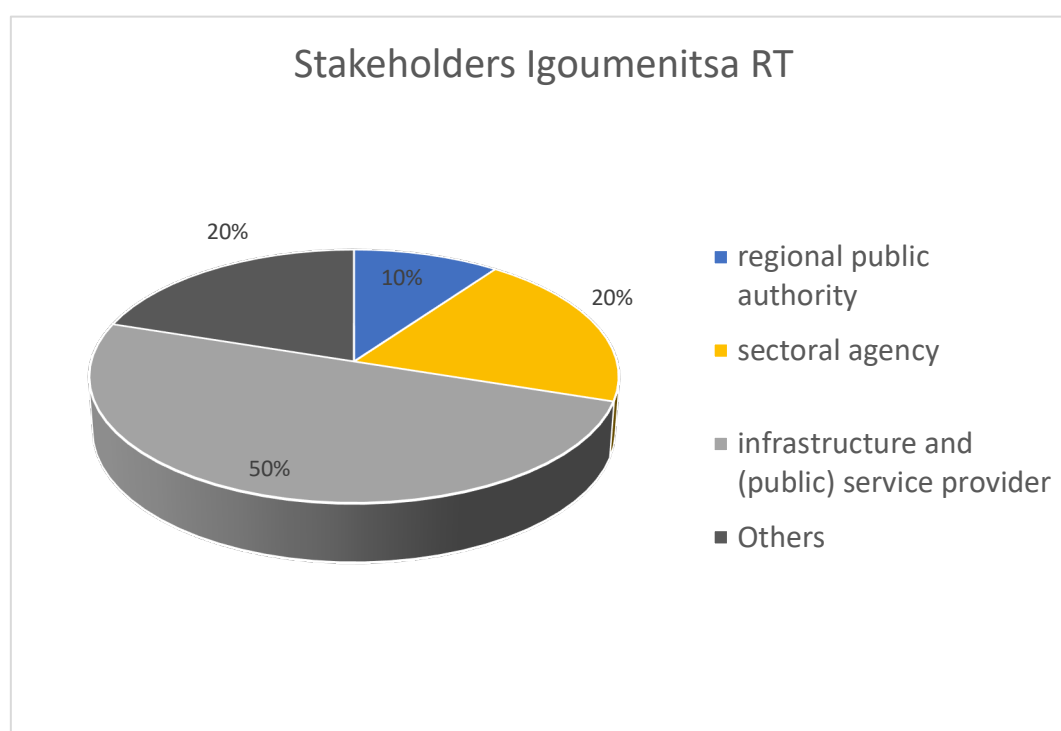


Figure 9 - Igoumenitsa RT stakeholders' sample composition according to the typological classification.

Looking at the thematic characterisation, the group representing “Ports and maritime” is reaching 30% value together with “other mobility related bodies”. Then, “local/ regional operators” is represented by the 20% of the sample while the category “Public authorities” and “Tourism” are both at 10%.

The obtained outcomes (see Figure 11) seems emphasising the need for creating sound basis for further developments through “stakeholders’ engagement” and “high level cooperation”, ranking (respectively) at 1st and 2nd priority position. Looking at the timing the first (associated to medium and short period) seems a kind of prerequisite for the second one (100% associated to the long term).

The (deemed) short-term measures are occupying the following positions in the priority ranking “awareness raising” (3rd position), “sustainable tourism promotional campaign” (4th position) and “ICT/apps” (5th position).

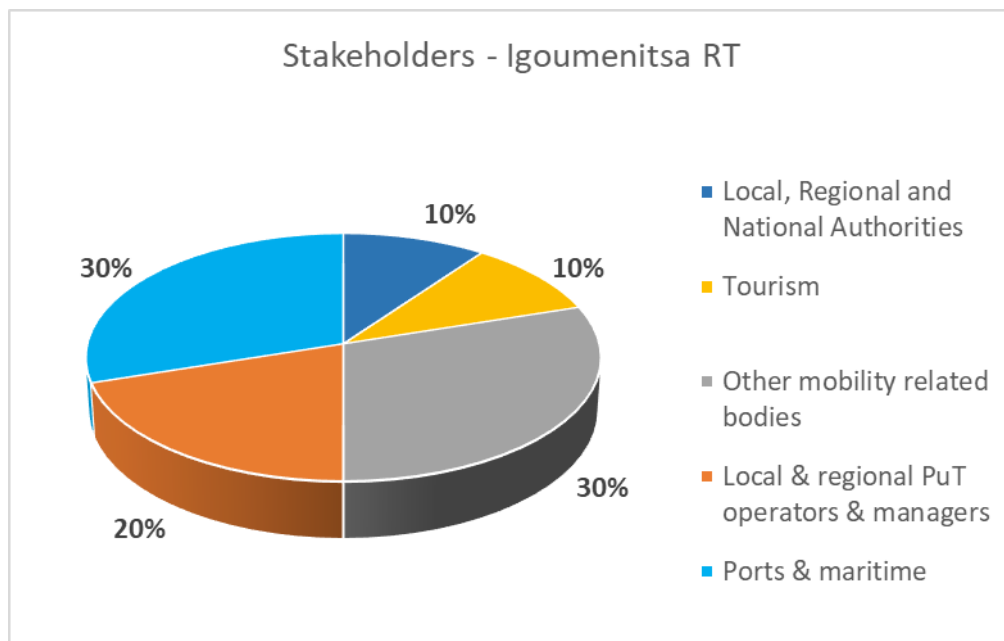


Figure 10 - Igoumenitsa RT stakeholders' sample composition according to the thematic classification.

Then “advance service provision at local level” (6th position) and “advanced service position at transnational level” (7th position) are associated to different time horizon. In particular, the transnational services are strongly attributed to the medium term (86%), while for local ones a more balanced subdivision between short and medium term is shown. The lowest position is occupied by “hard rail infrastructure” (8th position), which is also associated with the long-time horizon.

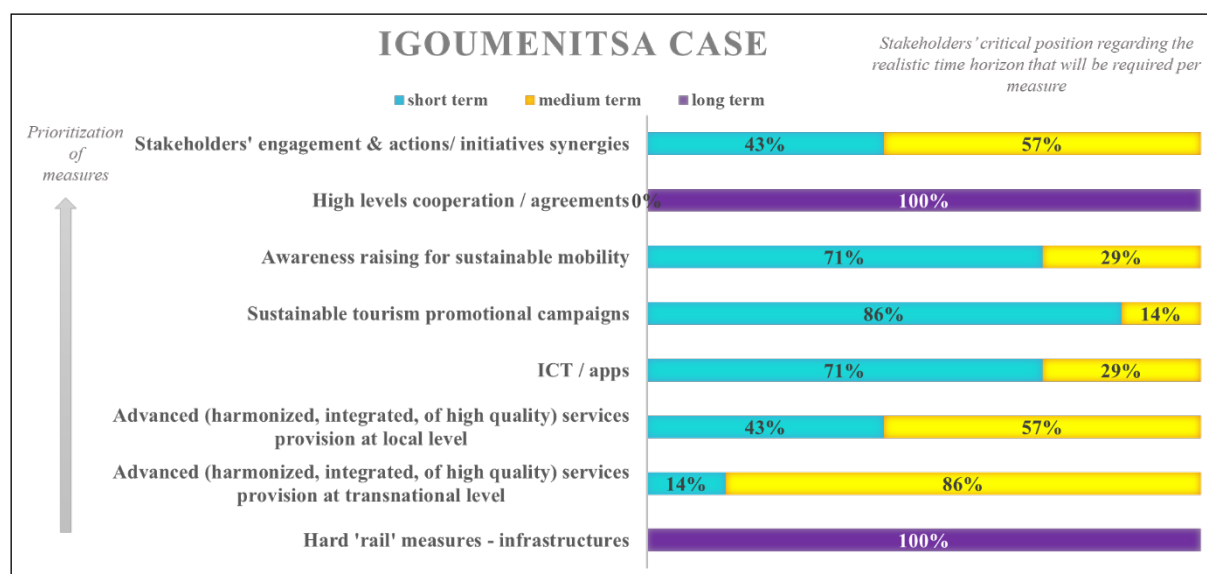


Figure 11 - Stakeholders assessment on the proposed cluster of measures - Igoumenitsa. Source: Inter-Connect report D T3.1.1.

3.2.2 Emilia Romagna Region – Bologna

The second round table related to the Emilia-Romagna Inter-Connect pilots was held in Bologna on 20 February 2020. The focus of the roundtable was both on two case studies (Case Study A, Improving the passenger rail service between Ravenna, Rimini and Bologna reducing the time to reach the final destinations. Case Study B, Extension of the current tourists bus tickets “Romagna smart pass” to rail along the cities in Romagna, to promote intermodality and public transport) and on the definition of the Memorandum of Understanding (MoU) content, agreement processes to be adopted and potential signatories.

Out of 18 total participants (including project partners), 15 attending stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

As from Figure 12, showing the percentages according to the “typological” classification, the responses have been provided by a well-balanced sample. The highest percentage, equal to more than one third, correspond to representatives of the category “infrastructure and (public) service provider”, followed by the category “higher education and research”, reaching a 27% value. The remaining ascertained categories are “local public authority”, “interest groups” and “local public authority” (all with a value corresponding to 13%).

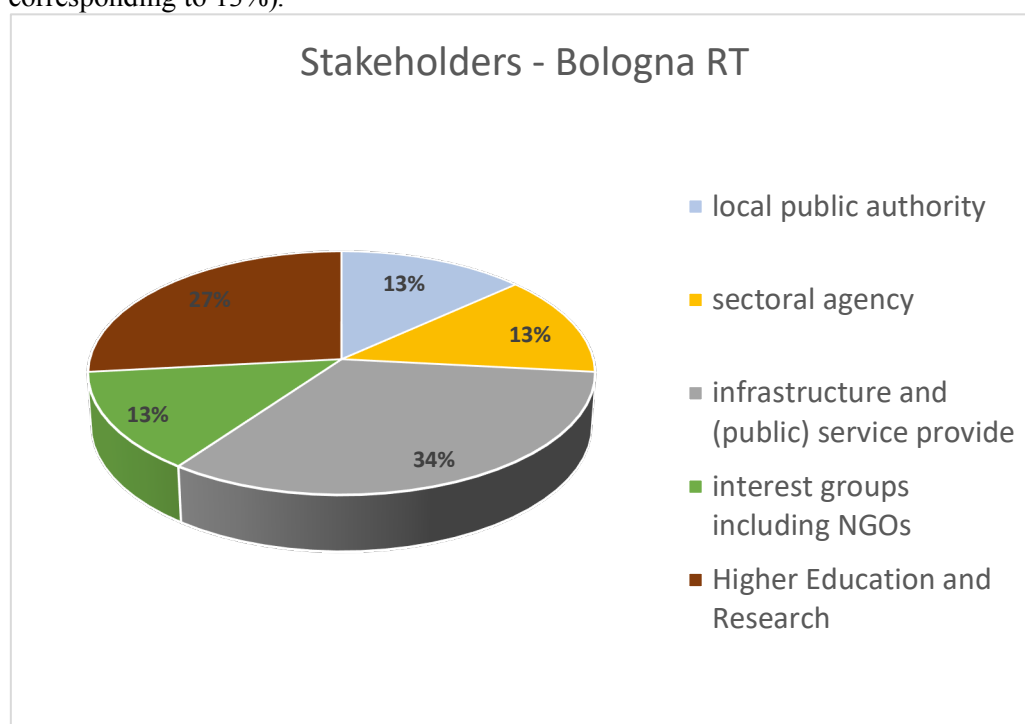


Figure 12 - Bologna RT stakeholders' sample composition according to the typological classification.

Looking at the thematic characterisation, the group representing “Academia and transport experts” is reaching 40% value. Furthermore, after local/ regional operators (33%) and Public authorities (13%) also railways and airports are represented (7%).

The obtained outcomes (see Figure 14) are emphasising the relevance of “stakeholders’ engagement” and “high level cooperation”, ranking (respectively) at 1st and 3rd priority position. Between them, in second position, it is worth underlining the high importance paid to “advance service provision at local level” (probably connected to both ascertained needs in the analysed context and the focus of the pilot). The lowest positions are occupied by “advanced service position at transnational level” (7th position) and “hard rail infrastructure” (8th position), also associated with a longer time horizon. In particular, the transnational services cluster shows the highest association with the long term (40%); in this purpose

(and also as regards to prioritisation) is showing quite the opposite results in comparison with local services (40% to the long term).

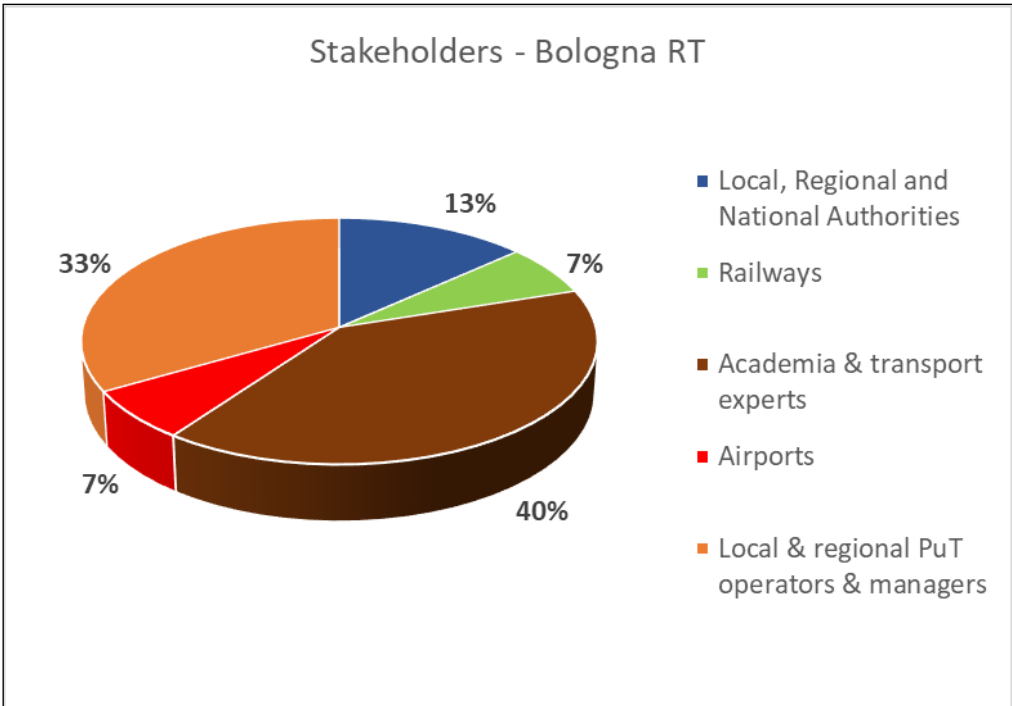


Figure 13 - Bologna RT stakeholders' sample composition according to the thematic classification.

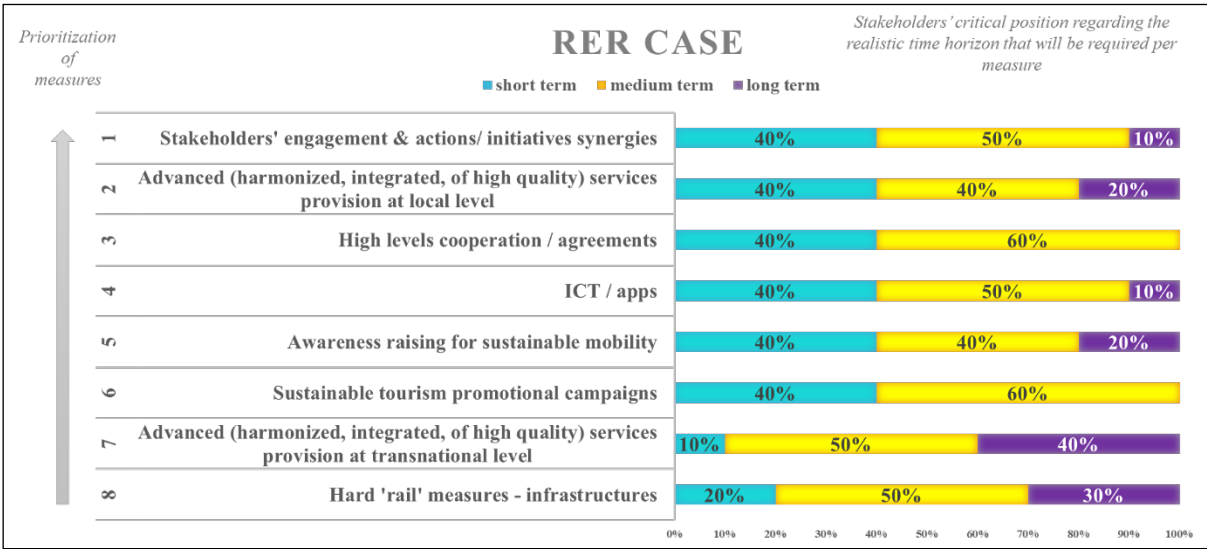


Figure 14 - Stakeholders assessment on the proposed cluster of measures - Bologna. Source: Inter-Connect report D T3.1.1.

3.2.3 Ljubljana

The second round table was held in Ljubljana on 11/12/2019. The event was co-organised with Institute of Traffic and Transport Ljubljana (PIL) and Municipality of Ljubljana, who are cooperating in similar transnational projects on the topics of sustainable mobility. The main theme of the round table was “Measures of sustainable mobility and intermodality in Ljubljana urban region”.

In particular, the discussion focused on the selection of favourable measures to ensure sustainable mobility in intermodality in the LUR with emphasis on the pilot corridor "Koper-Ljubljana-Brnik Airport", taking into account the main current and future mobility related projects in the region and on case study corridor

The table was attended by 29 participants: out of them 26 stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

As from Figure 15 **Figure 12**, showing the percentages according to the “typological” classification, the responses have been provided by a well-balanced sample. The highest percentage, equal to 23% “local public authority”, which together with national ones are bring public authorities beyond 30%.

The following categories are “infrastructure and (public) service provider”, “interest groups” and “higher education and research” (all with a value corresponding to 19%). Then, a 12% percentage is associated with “sectoral agency”.

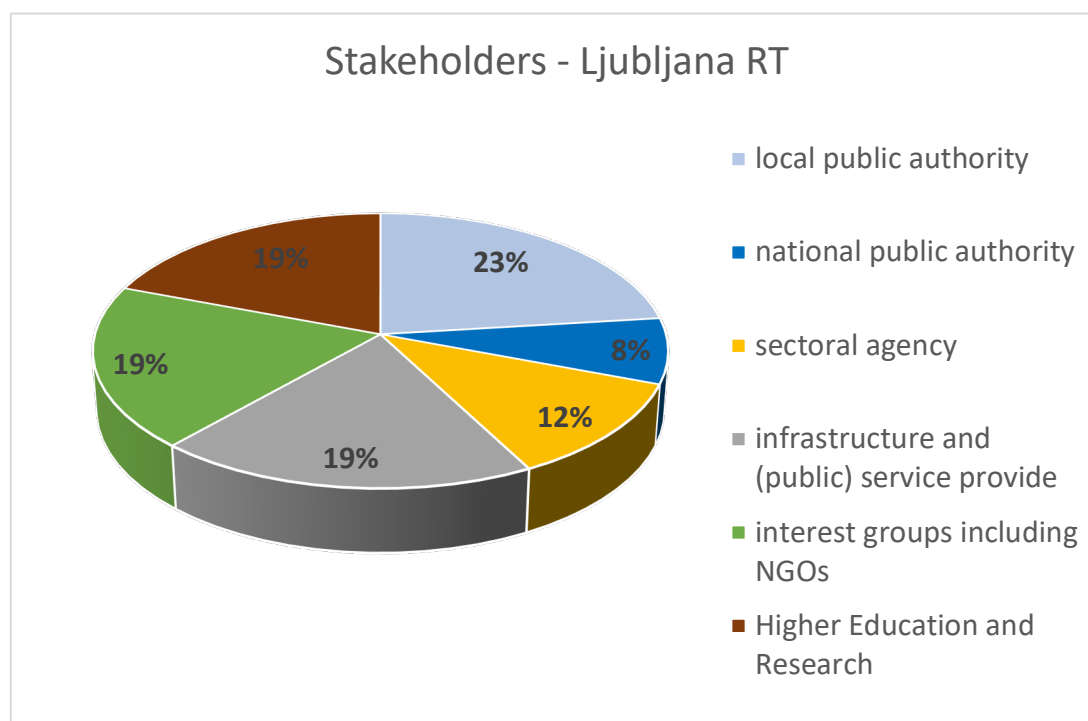


Figure 15 - Ljubljana RT stakeholders' sample composition according to the typological classification.

Looking at the thematic characterisation, the group representing “Academia and transport experts” is reaching 38% value. Furthermore, after Public authorities (31%) a balanced representation of different modes of transport and expertise is provided with reference to the categories “local/regional PuT operators and managers” (12%), “other mobility related bodies” (11%) and also “railways” (8%).

The obtained outcomes (see Figure 17 **Figure 26**) shows “hard rail infrastructure” at the top position of the ranking, even though predominantly (55%) associated with the long term horizon.

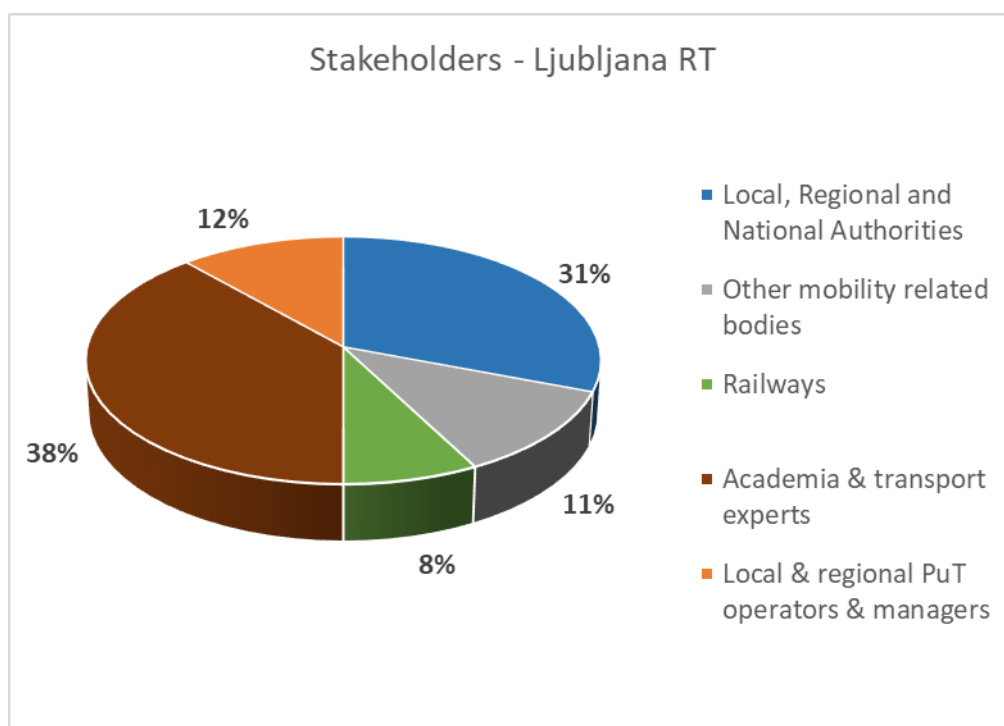


Figure 16 - Ljubljana RT stakeholders' sample composition according to the thematic classification.

The clusters associated with the positions 2-5 (according to the resulting sequence of priority, “stakeholder engagement”, “Advanced service provision at local level”, “ICT/apps” and “awareness raising”), instead, are at least 50% associated with the short term. “Advanced service provision at transnational level” (6th position) and “high level cooperation” (7th position) are at least 50% associated with the medium term.

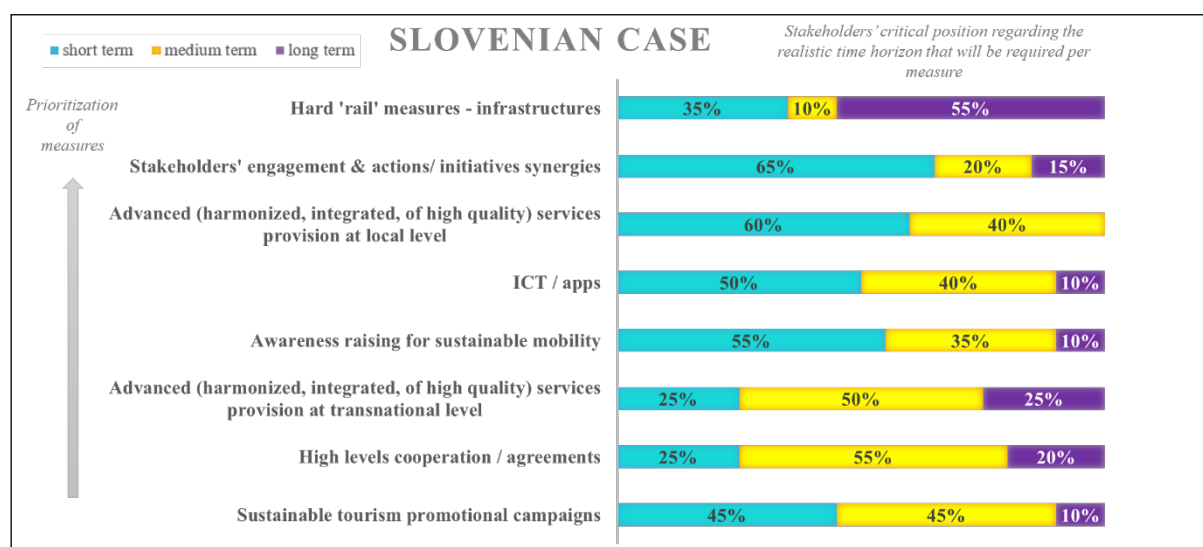


Figure 17 - Stakeholders assessment on the proposed cluster of measures - Ljubljana. Source: Inter-Connect report D T3.1.1.

3.2.4 Friuli Venezia Giulia Region - Trieste

The third round table was held in Trieste on 31/10/2019. It was attended by 11 persons while 8 stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

The main themes addressed in the general discussion has been related to the case study addressing the further improvements of intermodal connections and accessibility pivoting on the existing maritime services connections in Trieste.

Then the discussion entered in detail requested for reaching consensus on the proposed measures of the local MoU making specific reference to the following two sub-cases:

SUB CASE A – focusing on the existing cross-border maritime service and aiming to enhance its accessibility and (land-side) interconnection with public transport services as well as its usability;

SUB CASE B – addressing the assessment of the potential and development of a new maritime service linking (Trieste-)Muggia-Koper.

A particular aspect of this case study as well as of the RT debate was the close interrelation, which is also peculiar of the Trieste context in general. In this purpose, the discussion allowed to frame the local case study within a strategic vision addressing the development of cross-border connections, which is providing a relevant contribution also to the transnational dimension represented by the ADRION area. The round table was attended by 11 persons, including 8 stakeholders that were requested to fill-in the questionnaire on the proposed clusters of measures.

As from the following figure, half of the sample was made up by representatives of the public administrations, representing both the regional and the local level. Furthermore, the relevant deal paid to the cross-border and transnational dimension is testified by the present of a representative of an international organisation (namely an EGTC) as well as by a representative of a Slovenian municipality. Moreover, the category “interest groups” encompass a representative of a private company with high level of expertise in transport planning at internal level.

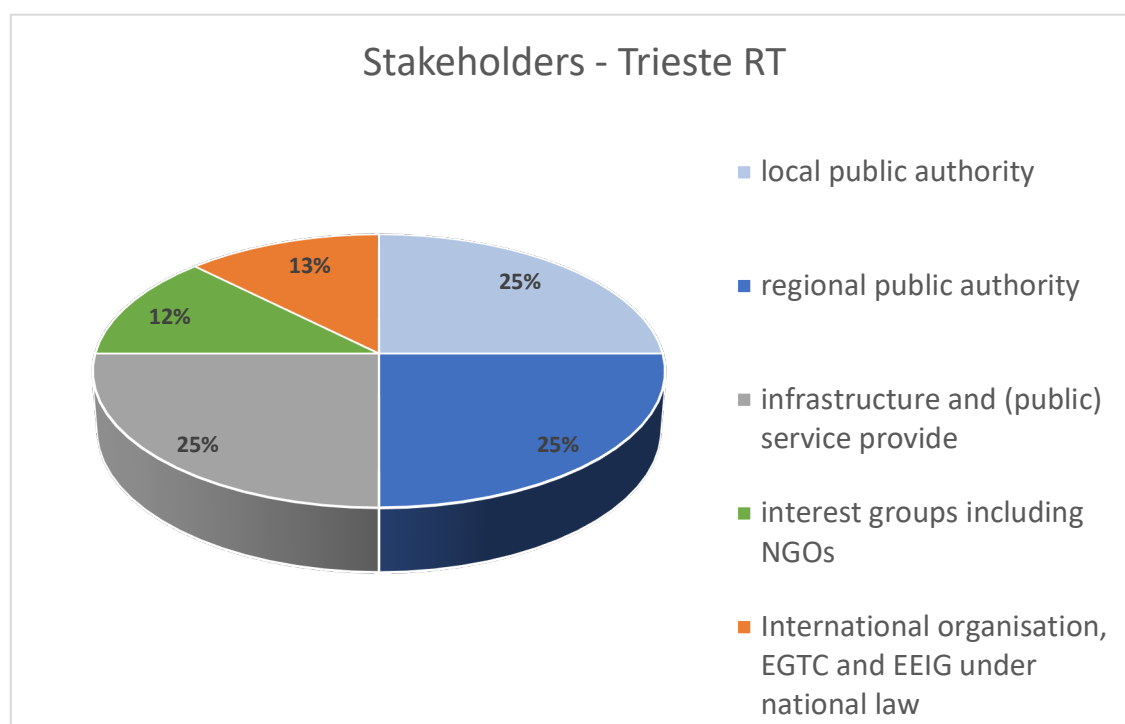


Figure 18 - Composition of the sample of stakeholders in the Trieste RT according to the typological classification.

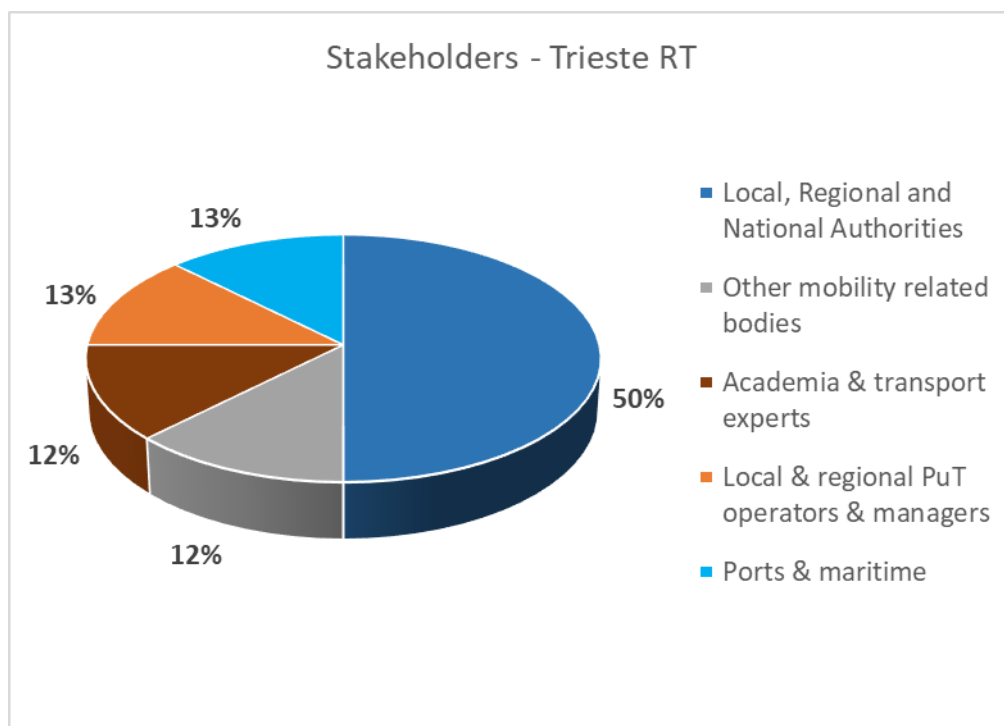


Figure 19 - Composition of the sample of stakeholders in the Trieste RT according to the thematic classification.

The general outcome, averaging on the provided responses, is shown presented in the following and are highly prioritising the need for smooth cooperation and stakeholder engagement.

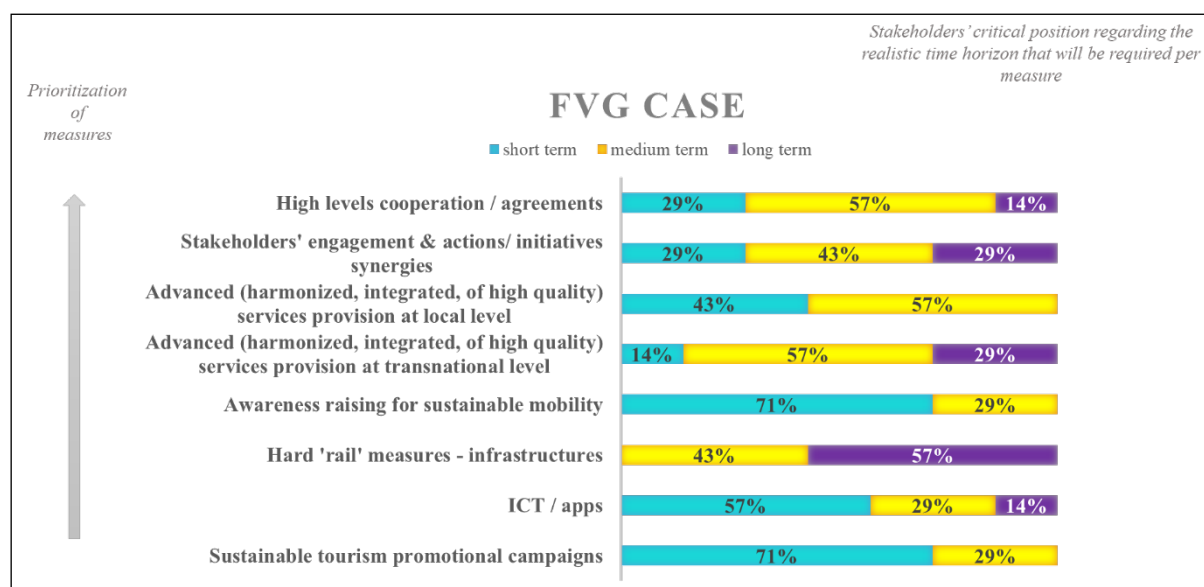


Figure 20 – Stakeholders assessment on the proposed cluster of measures - FVG. Source: Inter-Connect report D T3.1.1.

Then the exploitation of existing potentials through new advanced transport service at local and transnational level are ranked, respectively, at 3rd and 4th position.

Lower in the ranking, but with a significant connotation towards the long-term perspective, is reported the development of hard rail infrastructures.

Furthermore, in relative terms and with reference to the general needs of the transport system, ICT and sustainable tourism promotional campaign are ranked at 7th and 8th, even though the perception of their importance is testified by the deal paid to such aspects during the discussion on specific improvements being pursued through the Trieste case study.

As regards to the time horizon, apart from the exception represented by hard rail infrastructure development, the clusters of measures are mainly associated with the short and medium term.

More in detail, both awareness raising and sustainable tourism promotional campaign are deemed to be pursued in the short term (going beyond 70%) and, to a less extent (reaching a 57% share), ICT/apps development.

A predominance, of the medium term, is ascertained with reference to the high-level cooperation as well as the provision of advanced services both at local and transnational level. Having said that, transnational services are also partly attributed to the long term while the local ones are only attributed to either the medium or the short term.

Significantly, the stakeholder engagement is showing the most balanced distribution between the three time-horizons, probably meaning the need for keep it as a continuous process.

A possible interpretation, on top of the achieved responses about prioritisation and timing, could envisage a logical sequence of step as follows. Possibly, at least partial improvements in the fields of awareness raising and sustainable tourism promotion as well as exploiting ICT tools potentials, can be achieved quickly and easily (in relative terms).

Then, high level cooperation and stakeholder engagement is credited with greater importance and are, in turn, fostering the realisation of improved services (starting from the local level) and when needed and in the long run of improved rail infrastructures.

3.2.5 Split

The second round table was held in Split on 08/11/2019.

The discussion was related to the main outcomes of the developed case study, aiming to facilitate and to improve faster and cheaper train trips for tourists from coastal to inland areas, in particular the debate focused on the content (measures) and geographical scope of the remarkable follow-up represented by the Local MoU. In this purpose, a great deal is paid to the mutual understanding and cooperation also in the light of ensuring adequate visibility of improved services to the general public. In this purpose mutual synergies between improved transport and tourist service has been emphasised. This calls for different fields of expertise to cooperate also by sharing information or creating joint databases.

Out of 6 participants, 3 stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

The whole sample of interviewed stakeholder is composed by representatives of “Tourist Board of the City of Split”

Hence the 100% of stakeholder corresponds to category “sectoral agency” in terms of the typological classification (see Figure 21) as well as to the category “Tourism” according to the thematic one (see Figure 22).

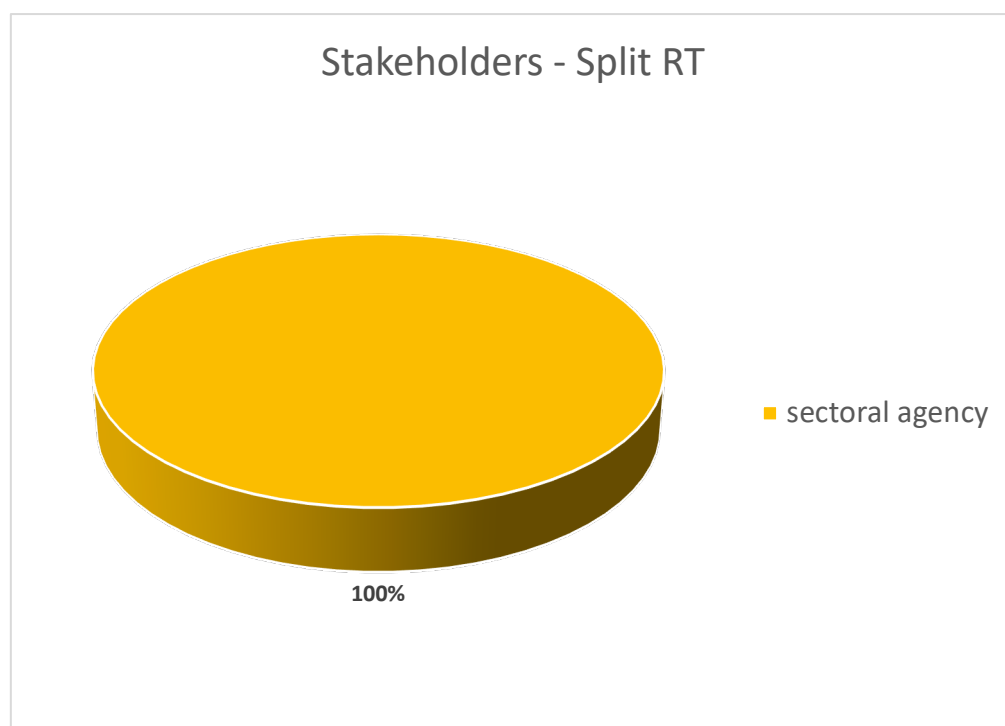


Figure 21 - Split RT stakeholders' sample composition according to the typological classification.

The obtained outcomes (see Figure 23) are showing a strong polarised distinguishing between highly prioritised short term measures and low priority long term ones.

The first group include “awareness raising” and “sustainable tourism promotion campaigns”, ranking (respectively) at 1st and 2nd priority position.

The couple of measures 100% associated with the long-term and lowest priority are: “advanced service position at transnational level” (7th position) and “hard rail infrastructure” (8th position).

The remaining clusters of measures, occupying the intermediate positions in the priority ranking, are at least 50% associated with the medium term. The relatively low ranking associated even to “advanced

services provision at local level” could also be explained with envisaging a sequential approach where other measures are also providing key pre-requisite for delivering improved services.

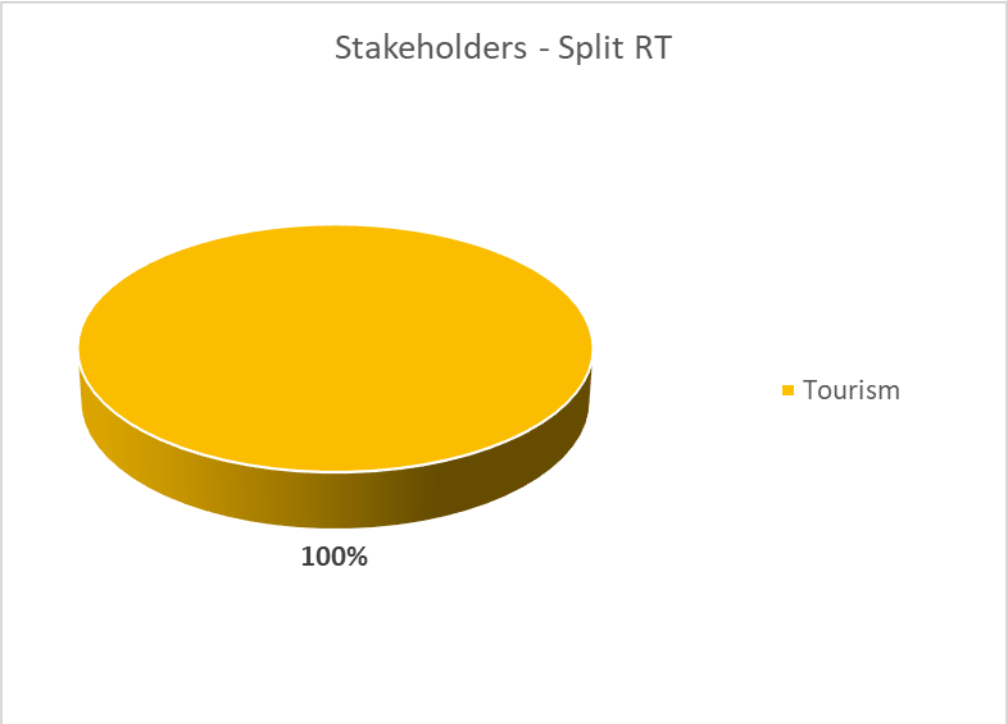


Figure 22 - Split RT stakeholders’ sample composition according to the thematic classification.

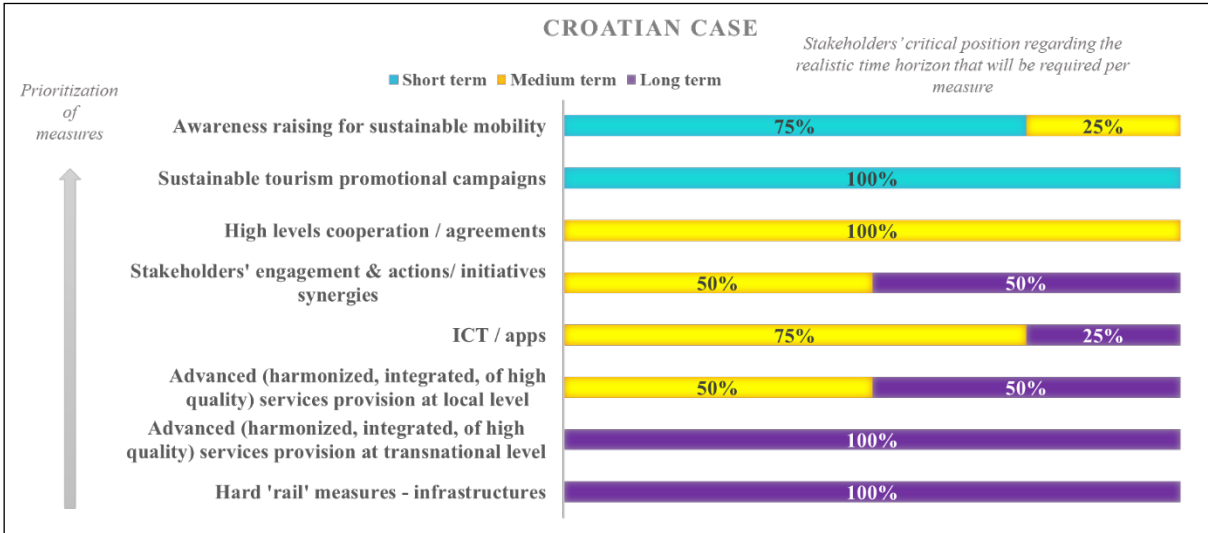


Figure 23 - Stakeholders assessment on the proposed cluster of measures - Split. Source: Inter-Connect report D T3.1.1.

3.2.6 Bar/Podgorica

The second round table was held in Podgorica (at the premises of the Ministry of Transport and Maritime Affairs) on 18/12/2019.

In coherence with the developed case study, the discussion focused on the improvement port to city bus and rail connectivity as well as the role of port of Bar as gate at ADRION level. In this purpose, a set of heterogenous though synergic measures, ranging from infrastructure realisation, to improved and integrated services, also through integrated ticketing and advances ICT solutions (e.g. with reference to information provision and payment options), have been included in the Local MoU.

Out of 6 participants, 3 stakeholders have been requested to fill-in the survey on the proposed clusters of measures. The whole sample of interviewed stakeholder is composed by representatives of the “Ministry of Transport and Maritime Affairs”

Hence the 100% of stakeholder corresponds to category “national public authority” in terms of the typological classification (see Figure 24) as well as to the category “Local, regional and National authorities” according to the thematic one (see Figure 25).

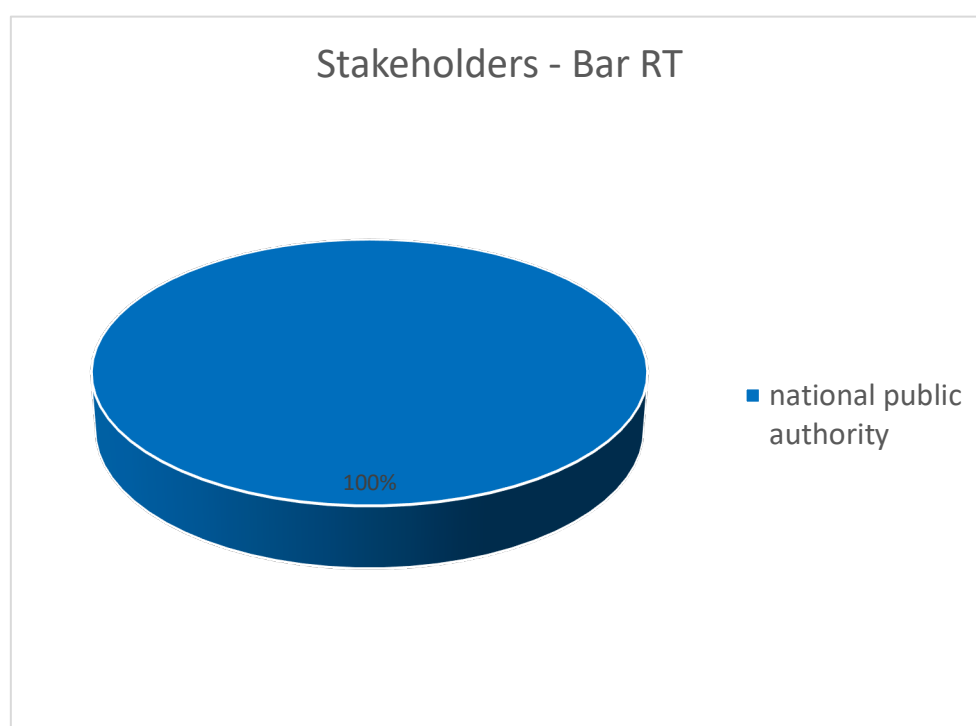


Figure 24 - Bar RT stakeholders' sample composition according to the typological classification.

The obtained outcomes (see Figure 26) shows two quite different cluster of measure in the first position of the ranking: “hard rail infrastructure” (1st position) and “ICT/apps” (2nd position)

Their differences are also mirrored in the time horizons they are mainly associated with (i.e. medium-long term and 100% short term, respectively).

The clear distinction made between short term and high priority is also evident from the fact the other cluster of measures deemed 100% short term, “stakeholder engagement”, is ranking at 7th position in priority.

Advanced service provision is occupying the middle tier (4th and 5th position) with local more prioritizes than transnational ones.

They are both associated with the medium term and, to a less extent to the short one.

The remaining clusters, “sustainable tourism promotion campaigns” (3rd position), “awareness raising” (6th position) and “high level cooperation” (8th position). are associated mainly to the short term (67%) but also partly to the medium term (i.e. the remaining 33%).

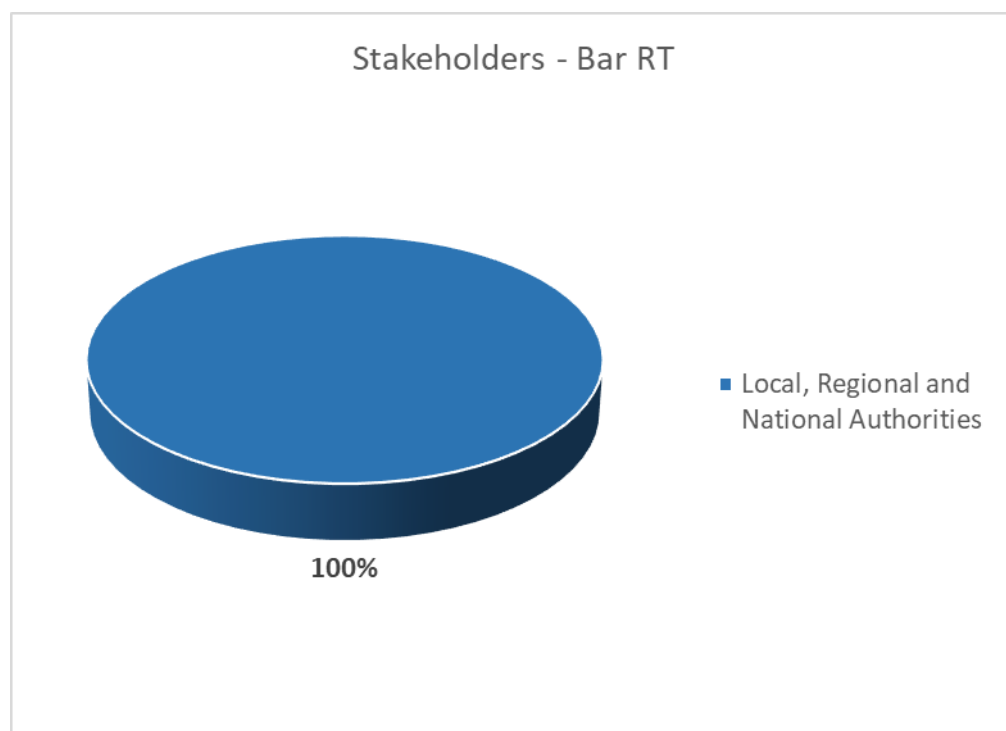


Figure 25 - Bar RT stakeholders' sample composition according to the thematic classification.

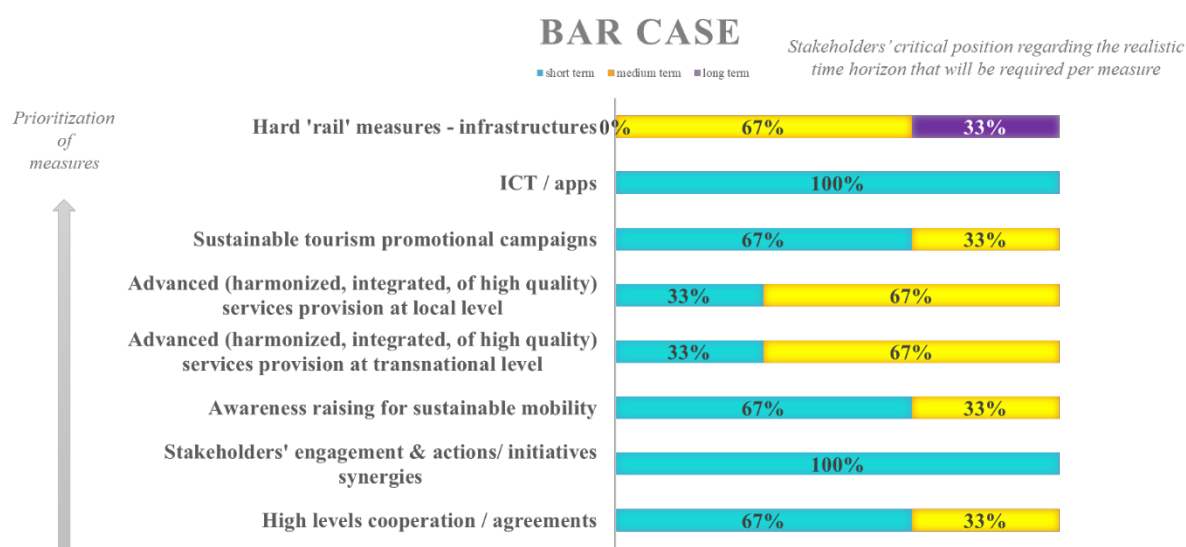


Figure 26 - Stakeholders assessment on the proposed cluster of measures - Bar. Source: Inter-Connect report D T3.1.1.

The second round table was held in Tirana, on 29 January 2020

The discussion was based on the outcomes of the case “Study on developing and implementing a technological solution for intermodal transport”. This implied the analysis of ICT solutions for real time information provision to the user as key driver in the light of the more general goal of enhancing intermodal transport between rail + maritime + air transport (and possibly other modes of transports) especially between Tirana and Durrës region.

The RT was participated by the experts of the Institute of Transport, Port of Durrës Authority, Albanian Railway, Ministry of Infrastructure and Energy, research institutions, transport operators, public infrastructure and NGO-s. Out of 24 participants, 22 stakeholders have been requested to fill-in the survey on the proposed clusters of measures. Hence, as from the Figure 27, a well-differentiated sample can be seen with reference to the typological classification.

In this purpose, the main represented category was “Infrastructure and (public) service providers” (36%), followed by “higher education and research” (27%) and “interest groups” (23%). Public authorities, summing up local and national level, amount to 9%. Then, another 5% corresponds to “sectoral agency”.

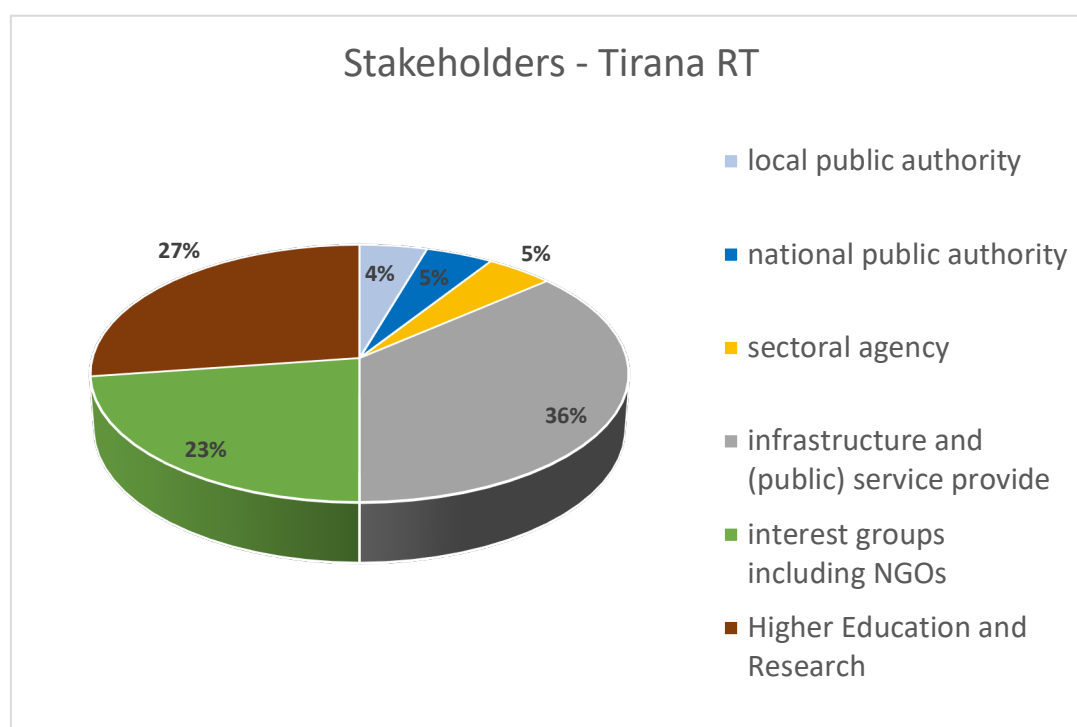


Figure 27 - Tirana RT stakeholders' sample composition according to the typological classification.

Moving to the thematic classification, the category representing technical expertise belonging both from university and practitioners, reaches almost half of the sample (45%). Furthermore, it is worth noting the presence of representative of both the maritime sector (23%) and railways (14%).

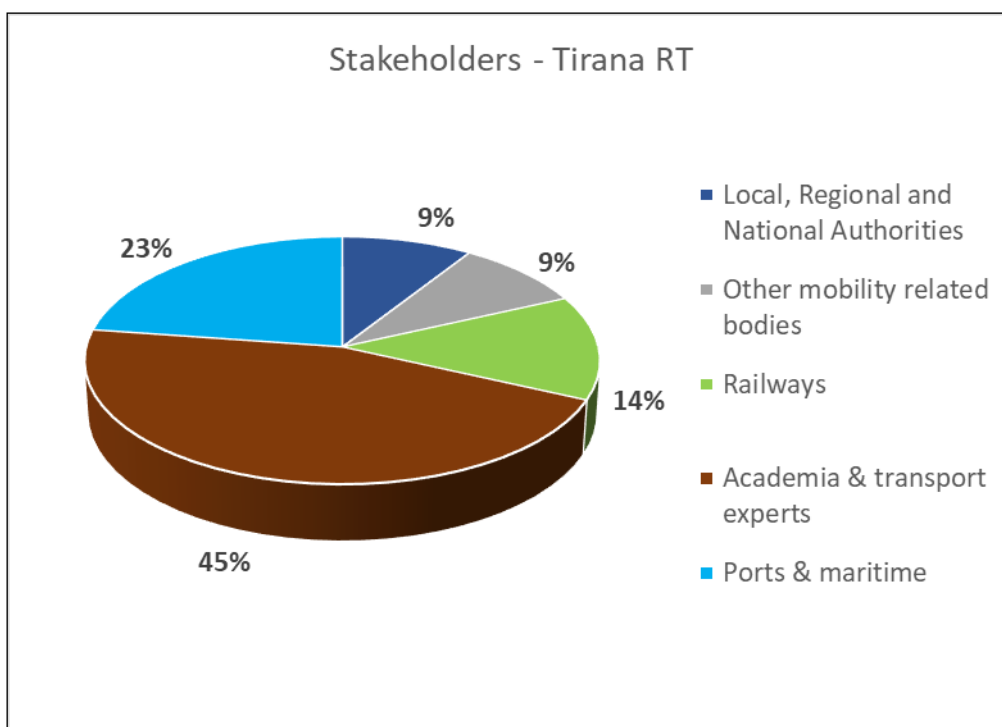


Figure 28 - Tirana RT stakeholders' sample composition according to the thematic classification.

As from the obtained outcomes (see Figure 29 **Figure 26**), the most priorities cluster of measures, need for smooth high level cooperation (1st position), “awareness raising” (2nd position) and “stakeholder engagement” (3rd position), show a remarkable differentiations in terms of time horizon.

In this purpose, the first one (“high level cooperation”) is mainly associated to the medium term and only partly (respectively 19% and 13%) to the long and short terms. Instead, for the second (“awareness raising”) a 50/50 balance between medium and long term is obtained. The third one (“stakeholder engagement”) is quite homogenously distributed (maybe meaning that it should represent a kind of continuous/permanent process).

Hard rail infrastructures, also experiencing a 50/50 balance between medium and long term is ranked at 4th position and followed by 2 clusters – “sustainable tourism promotional campaigns” and “ICT/apps” – which are mainly associated to the medium term.

The last two position of the ranking are attributed to the “Advanced service provision”. In this case the transnational one is proceeding in the ranking the local one, which is also mainly associated (69%) to the long term.

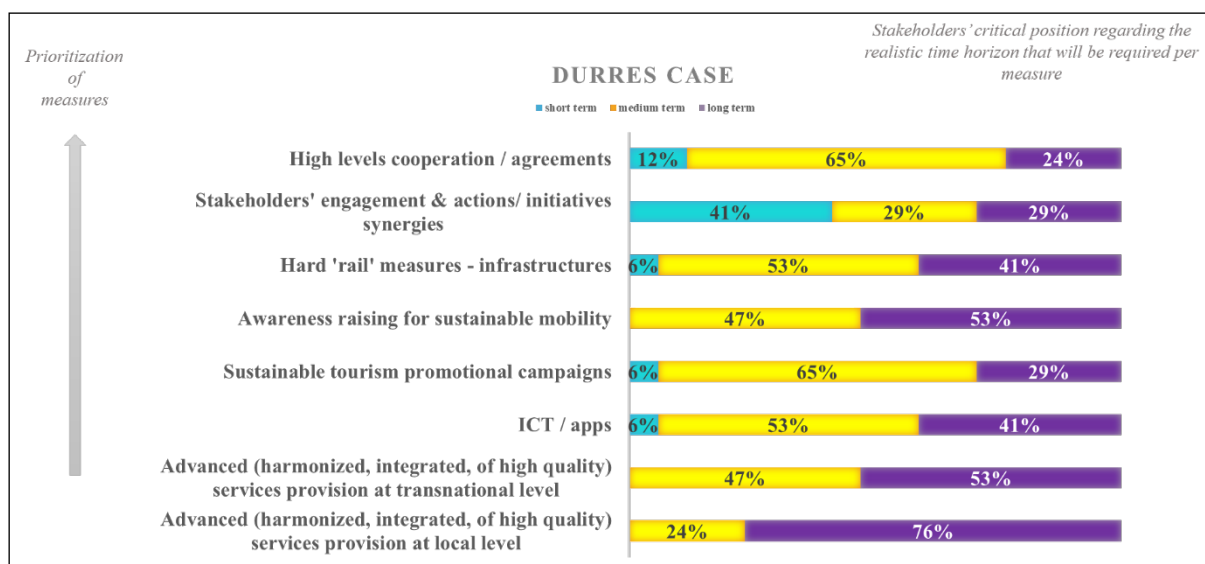


Figure 29 - Stakeholders assessment on the proposed cluster of measures - Durres. Source: Inter-Connect report D T3.1.1.

3.2.7 Belgrade

The Round Table was held in Belgrade (at the premises of the Chamber of Commerce and Industry of Serbia) on February 19th 2020.

The meeting encompassed a presentation of achieved results with particular reference to Belgrade Case, including analysed future possibilities in terms of Public Transport lines optimization and effects of future movement of Central Railway and Bus Stations. Related evaluations and key objectives have been discussed in order to be conveyed in the Local MoU.

Out of 9 participants, 5 stakeholders have been requested to fill-in the survey on the proposed clusters of measures.

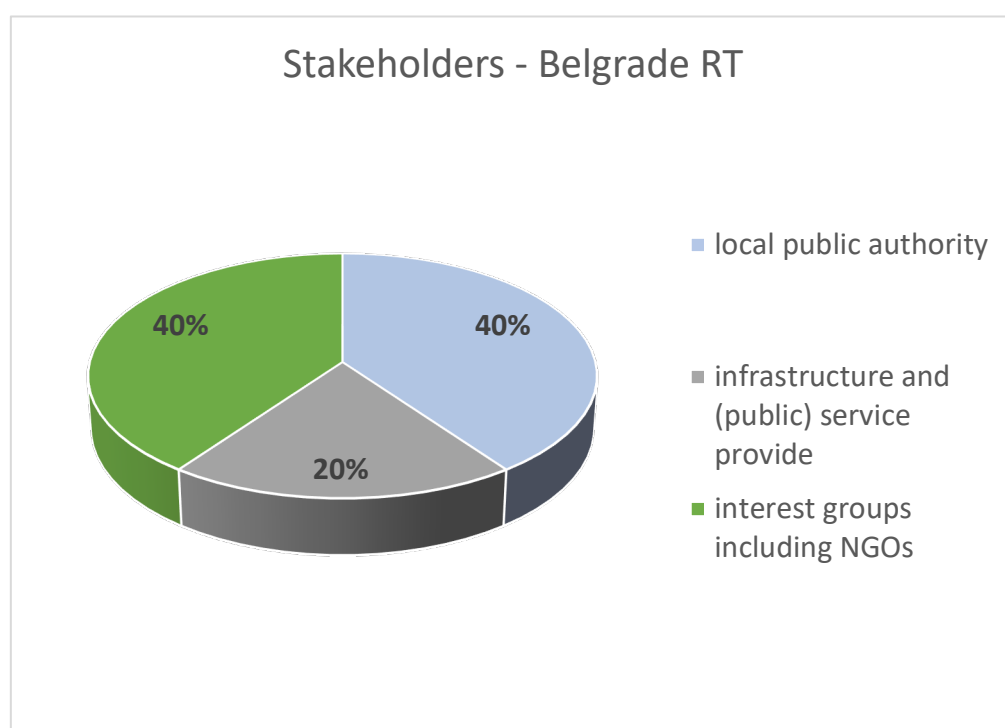


Figure 30 – Belgrade RT stakeholders’ sample composition according to the typological classification.

As from Figure 30 **Figure 12**, showing the percentages according to the “typological” classification, the responses have been provided by a quite balanced sample. The highest percentage, equal to 40% “local public authority” as well as to “interest groups”. Then, the remaining 20% is associated with the category “infrastructure and (public) service provider”.

Looking at the thematic characterisation, the main group remains represented by “public authorities”. Then the three categories group representing “Academia and transport experts”, “local/regional PuT operators and managers” as well as “other mobility related bodies” are all equal to 20%.

The obtained outcomes (see Figure 32) shows “high level cooperation” at the top position of the ranking, even though predominantly (80%) associated with the long term horizon. Instead, the other measure strongly associated with the long term, “hard rail infrastructure”, occupy the last position of the priority ranking.

The second priority ranking position is given to “stakeholder engagement”, which is at 80% associated to medium term and 20% to the short term.

The same 80% medium term is ascertained as in the case of “Advanced service provision at local level”(3rd position), “advanced service provision at transnational level” (6th position) and “sustainable

tourism promotion campaigns” (7th position). In this purpose, it also worth noting the higher priority to local services with respect to transnational ones.

The middle tier is occupied by cluster with a 40% association with the short term: “awareness raising” (4th position) and “ICT/apps” (5th position).

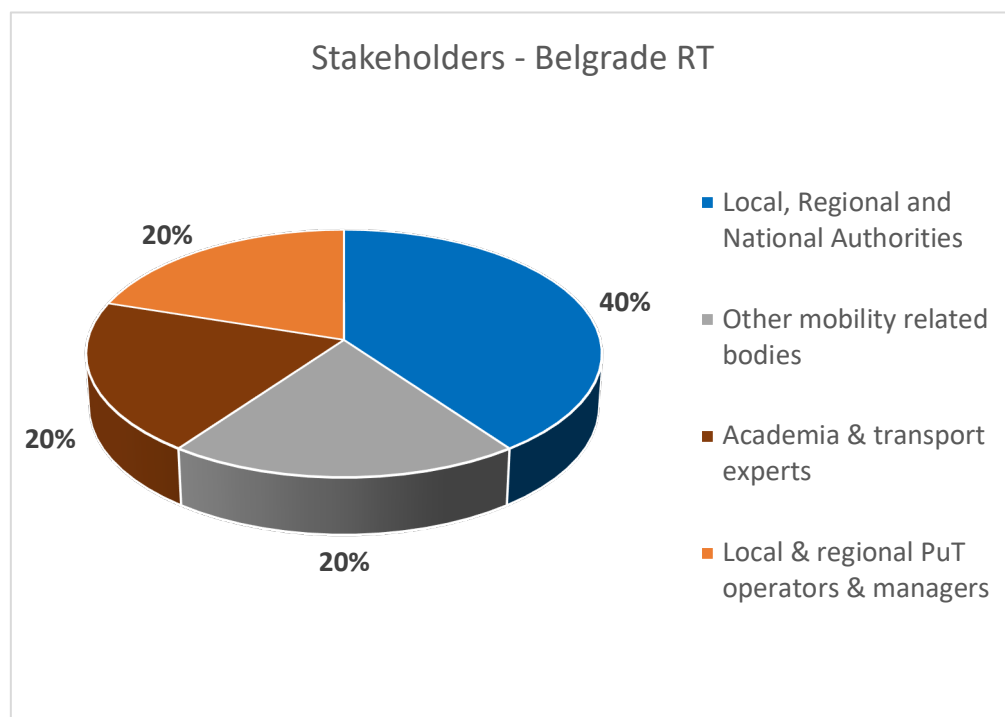


Figure 31 – Belgrade RT stakeholders’ sample composition according to the thematic classification.

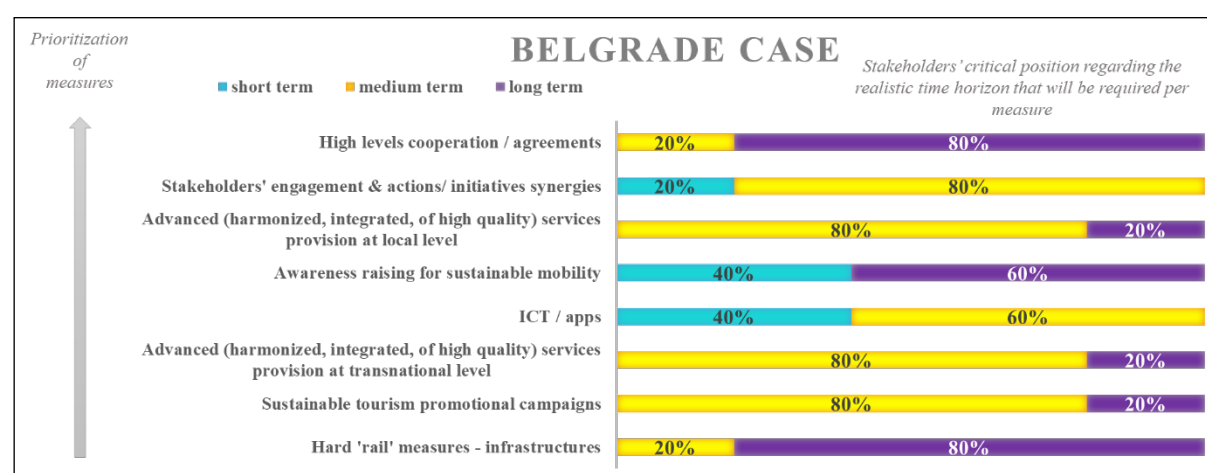


Figure 32 – Stakeholders assessment on the proposed cluster of measures - Belgrade. Source: Inter-Connect report D T3.1.1.

3.2.8 Overall results at project level

The overall sample of stakeholders and experts at project amounts to 92 people. As from the Figure 33 and Figure 34 it represents a well-balanced set, representing the different categories with reference to both the typological and thematic classification.

With reference to the typological classification, the main represented category (in relative terms) is the one including infrastructure and (public) service providers. It is followed by a group of 4 categories (namely, “interested groups”, “higher education and research”, regional public authority” and “sectoral agency”) all comprised between 10 and 20%. However, summing up the different layers of public authorities (local, regional and national) the second highest value, equal to about 24%, is obtained.

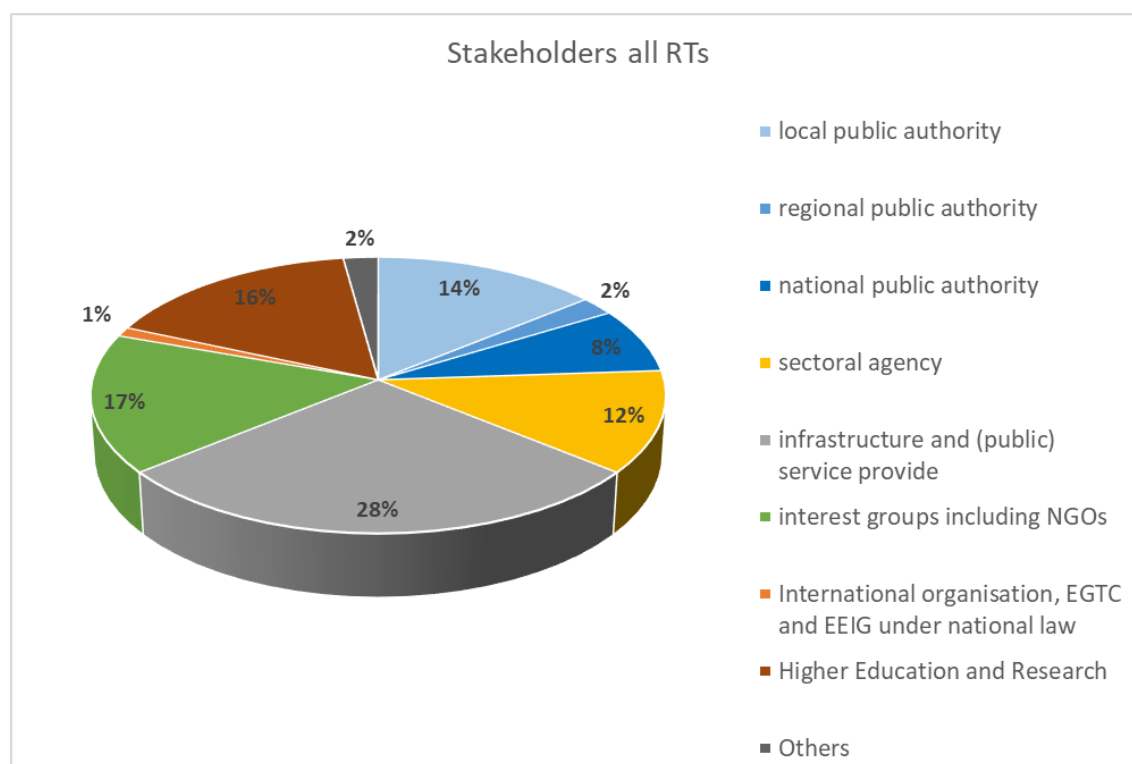


Figure 33 – Overall stakeholders’ sample (at project level) composition according to the typological classification.

In fact, this overall category represents the second highest share also in the thematic classification while the first position is hold by the category “Academy and transport experts”. In this purpose, it worth mentioning the relevance of this component, when searching for sound and well-grounded indications and looking beyond the specific and contingent issues dealt within a local round table. A relevant share is also associated to local and regional public transport operators (13%) as well as to other mobility related bodies (11%). Actors related to specific modes of transport as “maritime and port” and “railway” are remarkably represented (respectively reaching 10% and 7% of the total sample).

Then a limited though relevant representation of tourism-related stakeholders (4%) is to be reported. Only 1% is to be referred to the airport category, probably due to the specific topics addressed within the round tables.

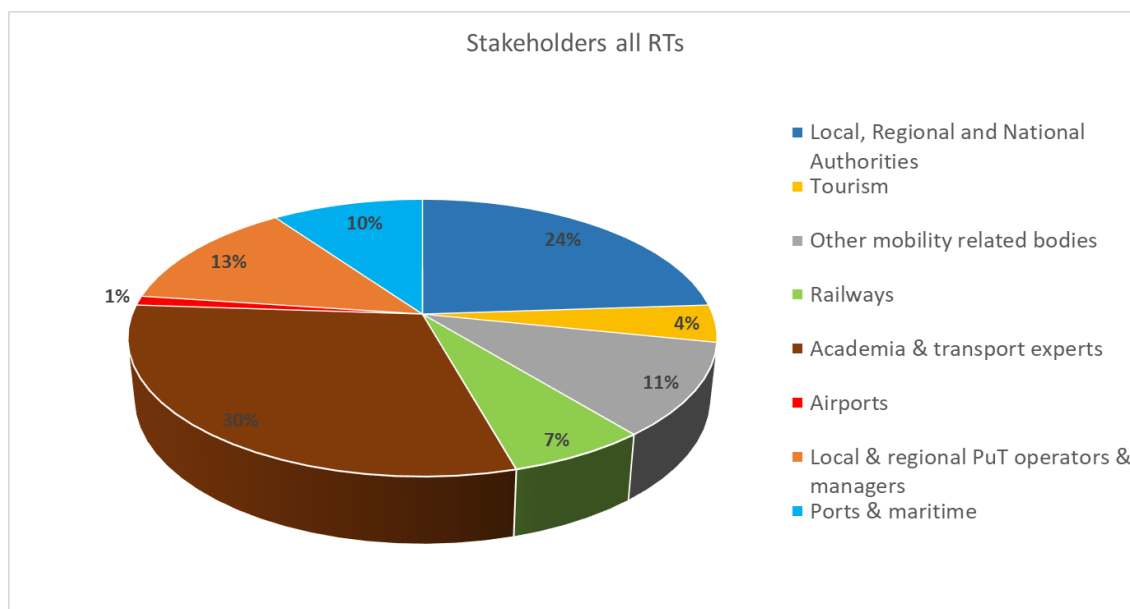
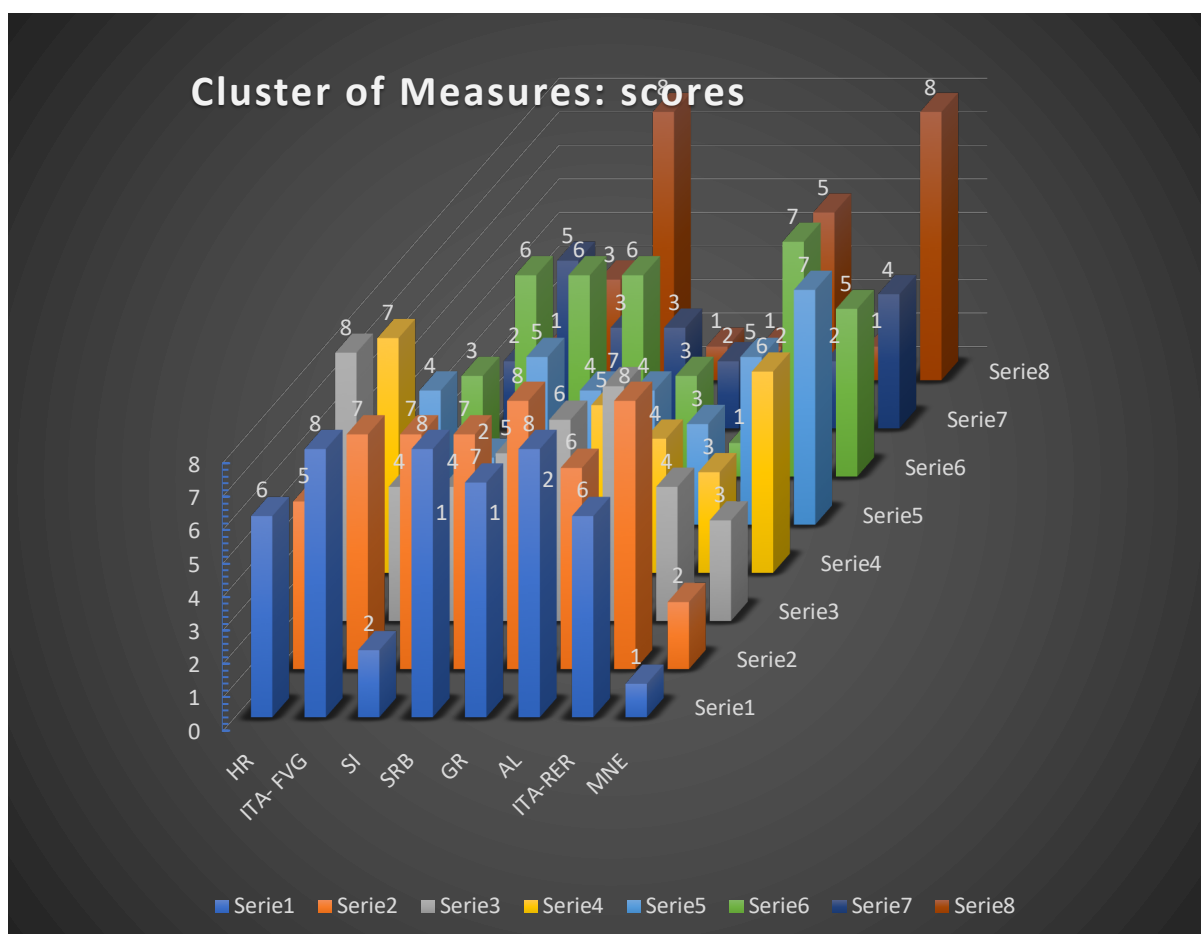


Figure 34 – Overall stakeholders' sample (at project level) composition according to the thematic classification.



SERIE 1	High levels cooperation / agreements
SERIE 2	Stakeholders' engagement & actions/ initiatives synergies
SERIE 3	Awareness raising for sustainable mobility
SERIE 4	Sustainable tourism promotional campaigns
SERIE 5	ICT / apps
SERIE 6	Advanced (harmonized, integrated, of high quality) services provision at local level
SERIE 7	Advanced (harmonized, integrated, of high quality) services provision at transnational level
SERIE 8	Hard 'rail' measures - infrastructures

Figure 35 – Stakeholders assessment on the proposed cluster of measures – Reviewing the results in all the local/regional RTs.

Grouping together all the collected response and averaging at project level, the overall resulting picture is provided by Figure 36.

The most priorities cluster of measures, need for smooth cooperation (1st position) and stakeholder engagement (2nd position), show a remarkable differentiation in terms of time horizon. In fact, stakeholder engagement represents the cluster with the highest share of short term (among all the 8 proposed ones) while high level cooperation is the one mostly associated with the medium term. A possible interpretation could also consider the former a kind of prerequisite of the latter. A set of clusters - namely “awareness raising” (4th priority position), “ICT/apps” (5th priority position - is showing a remarkable association with the short term (both >35%).

The lowest position is occupied by “advanced service position at transnational level” (8th position), which probably could be also seen as indirectly enable by the previous ones. In this purpose, “advanced service position at local level” ranked at 3rd position and associated with short term (35%) as well as medium term (46%) could be mentioned.

“Hard rail infrastructure” (6th position), is strongly associated with a long-term horizon (49%). In particular, the transnational services cluster shows the highest association with the long term (40%); in this purpose (and also as regards to prioritisation) is showing quite the opposite results in comparison with local services (40% to the long term).

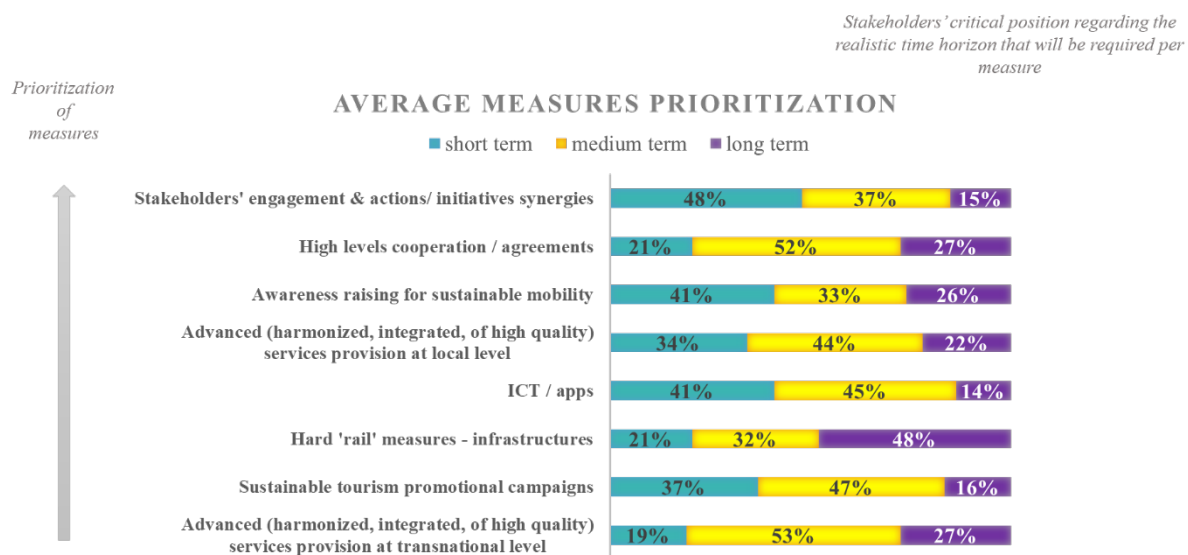


Figure 36 – Stakeholders assessment on the proposed cluster of measures – Average result at project level.

Source: Inter-Connect report D T3.1.1.

Conclusions

The Inter-Connect project pursues the promotion of integrated sustainable transport and the reduction of bottlenecks in public transport infrastructures, all by increasing the capacity of existing transport services and promoting integrated and connected solutions across the Adriatic and Ionian Sea.

In this purpose, the stakeholders and experts' opinions have been investigated in order to assess key priorities and measures.

The two-folded classification of stakeholders has allowed to verify a good coverage of different categories (and related viewpoints) within the overall sample providing response and feedbacks to the shared survey at project level.

Different focuses represented by the various local/regional context and round table are making up the overall picture (as pieces of the "ADRION puzzle").

The achieved outcomes have provided relevant elements supporting the thorough assessment of the needs and requested measure, according to stakeholder and experts well-grounded perceptions, to be actively pursued through the development of the ROADMAP proposed by the Inter-Connect project through the deliverable DT3.1.