



Most successful and effective implementation of LCTP

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalisation

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Deliverable 5.1.3 Report on the most successful and effective implementation of LCTP

Lisboa E-Nova, AREA, City of Lisbon, Malaga Port, Port of Trieste, City of Ravenna, Durres Port Authority,
Port of Rijeka Authority, with contribution of GO SUMP project and Gainn4MOS project

Work package 5

Deliverable D5.1.3

Date 05/09/2019

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1. Introduction

This report corresponds to the Deliverable 5.1.3. and presents results of the Activity 5.1 Coordinating the WP and definition of the capitalization plan. This Deliverable compares the development and implementation of LOCATIONS plans and also the plans of another EU Projects focused on urban sustainable mobility.

The concrete objective, with a structured evaluation method, is to promote an analysis that integrates the main results of similar best cases of LCTP implementations.

2. Methodology

To promote this analysis, a questionnaire was developed to assess cross fertilization opportunities among Projects and Plans with focus on urban sustainable mobility, in order to gather relevant information and capture lessons learned from each LOCATIONS institutional partner, regarding their specific work developed for each cruise tourism city, as well as from other projects/plans that have synergies with LOCATIONS in European cities.

In order to integrate also the experience of other European Projects related to urban sustainable mobility, the questionnaire as extended to other two entities. Therefore, the questionnaire is directed to the LOCATIONS institutional partners and also to the GO SUMP and Gainn4MOS projects, which are all included in the Annexes. The European Project GO SUMP was chosen to be part of this analysis since it is the horizontal project of the Interreg MED, representing the MED Urban Transport Community. As for the Gainn4MOS Project, it's a project also related with cruise industry and monitoring CO₂ emission and this project has also a partner from Madeira, which besides its pertinent activity as a port authority, it's also located in an important cruise destination, that has a high connection with the ports of the Mediterranean.

The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities, therefore, the development of a SWOT Analysis.

3. Scope

Despite the six cities of LOCATIONS projects have the same guidelines, the scope diverges due to specific goals of the cities, as seen in the following table.

Table 1: Scope of each city/project

City/Project	Scope
Durres	Improve the mobility and quality of visit for cruise passengers, citizens and nearby areas.
Lisbon	Reduce the crossing of the city centre by touristic buses and avoid the use of non-efficient mobility options. Promote cycling and walking as main modes to discover the city, also for cruise passengers. Take the opportunity to improve mobility conditions for all those who live in the city centre.
Malaga	Foster the use of low carbon transport systems and multi modal connections for cruise-related passengers, goods and services flows in the frame of wider sustainable traffic and mobility policies (SUMP and Agenda 21).
Trieste	Providing new low carbon mobility solutions both for cruisers and citizens and aims to support them in making an informed choice of alternative transport means as well as by providing them with useful and accessible information.
Ravenna	Improve of the sustainability, acting on the shuttle paths and characteristics. Ensure everyone the opportunity to move in a sustainable manner in the port and in Ravenna with the least number of architectural barriers.
Rijeka	Transition towards a low-carbon economy
GO SUMP	Solve the gap of sustainable mobility as a part of urban planning, by guiding and supporting modular projects as a community, to improve the visibility, capitalization and mainstreaming of their results through joint strategies based on synergies and networking. Act as a bridge among the Med Programme and projects, and the stakeholders for their communication and capitalization through key thematic groups such as Civitas, Eltis, the SUMP Platform or the Covenant of Mayors.
Gainn4MOS	Use of alternative fuels on ships, in ports and Emission Control Areas (ECAs) including the Mediterranean, to obtain a significant reduction on GHG emissions from ships, including cruise ships

4. Main Actors

The main actors and stakeholders were identified in each city, in order to be involved in the participatory process of LOCATIONS methodology, in the development of the plans and implementation of actions, as well to provide their contribute in the other projects included in this deliverable. The results of this analysis is presented in the following table.

Table 2: Main actors involved

Actor/Cities	Lisbon	Málaga	Durres	Trieste	Ravenna	Rijeka	GoSUMP	Gainn4MOS
Municipality	x	x	x	x	x	x	x	
Municipal companies	x	x						
Port authority	x		x	x	x	x		x
Cruise Terminal	x	x	x	x				x
Tour operators	x	x						
Shipping agencies		x						
Cruise lines		x						x
Mobility companies	x	x	x					
Museums		x						
Shops and restaurants		x						
Research organization								x
Technology providers								x
Other Municipalities	x							
Other regional authorities			x	x	x		x	
Other National authorities				x			x	x
European organizations							x	
Other entities							x	

As expected, the main stakeholders involved were the Municipalities and Port Authorities, followed by the Cruise terminals. It is also possible to check that authorities from several levels of action (local, regional and national) are involved, specially by Italian cities, as well several kinds of entities which benefit from the cruise tourism economy.

5. Financial sources

The main sources of funding for the implementation of the plans were identified and presented in the following table.

Table 3: Financial sources identified

Funds/Cities	Lisbon	Málaga	Durres	Trieste	Ravenna	Rijeka	GoSUMP	Gain4MOS
Municipality	x				x	x		
Municipal companies	x							
Port Authority				x	x	x		
Local authorities		x	x		x			
Regional authorities					x			
National authorities					x	x		
National tourism funds	x							
Tourism tax	x							
Private funding	x	x				x		
European funds	x			x	x	x	x	x
Other projects		x		x	x			

The European funds are the type of funds with more importance for the implementation of the plans. The local authorities, such as Municipalities and Port Authorities, private funding and funding from other projects are the most identified. As for the diversity of funding's, the cities of Ravenna, Lisbon and Rijeka, were the partners who identified more funding sources.

6. SWOT Analysis

Based on the information gathered and the opinion of the LOCATIONS institutional partners, GO SUMP project and Gain4MOS project, a SWOT matrix was developed.

The analysis will focus on the development and implementation of Low Carbon Transport Plans for cruise destination cities. This is a valuable tool to help with the comparison among projects and plans with focus on urban sustainable mobility and identification of synergies, since it enables the identification of Strengths, Weaknesses, Opportunities and Threats of the several intervenient.

This SWOT Analysis aims to evaluate most successful and effective implementation of LCTP best practices and provides also important constraints that have impact in the implementation.

Strengths	Weaknesses
<ul style="list-style-type: none"> - Development of stakeholders list it's advantageous for these plans - Development of methodologies that allows participatory processes involving stakeholders - Versatility of participatory process with different levels of engagement of stakeholders - Understand different perspectives and the engagement of stakeholders on solutions' design - The ports and the cities have been pioneer in the implementation of specific regulations for use and parking. Therefore, they are in a privilegiage position to implement LCTP measures. - Engagement for the inclusion of LCTP in the Sustainable Urban Mobility Plans of the partner cities, which deepens and complements the SUMP with specific measures for low carbon mobility in tourism - The development of specific solutions for specific problems related to urban mobility, transferring the results in new regulations included in the SUMP (Sustainable Urban Mobility Plans). - Collaboration with other on going European projects that have points in common, optimization of all the material collected by previous related EU projects. - Ability of integrated packages to deliver synergies - Support from diverse actors, stakeholders and the public, represents a major support for the implementation - Development of guidelines represents a strong base to build trust and to implement specific solutions, such as fuel cruise ships with LNG and guidelines to use LNG in Gainn4MOS 	<ul style="list-style-type: none"> - Solutions that depend on different entities that have their own programs and priorities, turning difficult to progress. LOCATIONS aims to solve mobility problems, offering multiple solutions with different entities implementing it which have this risk associated - Further projects with lower budget on implementation tasks, than in communication aspects, take time and effort and don't really have impact on the plan implementation - Difficult to promote changes with measures that intent to avoid/solve future problems in cities that are not afected yet - Reporting of lack of urban mobility related studies like SUMP and SEAP in some cities - Lack of business coordination of cruise liners, operators and tourist spaces - Lack of political support with relevant policies and infrastructure investments - Delays in tendering procedures impact on the implementation of measures - Characteristics and conditions of cities that constrain the implementation and choice of solutions - Low spending time of cruise tourists in the city also constrain the implementation and choice of solutions - Difficult to identify synergies and common solutions for sharing - Difficult to collect the greatest impact measures and transfer them to new regulations for inclusion in the SUMP - High investment burden of the Institutional Partners - Low investment push for private stakeholders

Opportunities	Threats
<ul style="list-style-type: none"> - Efforts to become more sustainable, improving public space, and promoting cycling and walking - Trivialization of solutions with holistic approach with contributes of more stakeholders, such as for mobility apps, that support people to discover the city by theirs own means, proposing the best mobility options - Promoting soft modes of mobility, such as walking and cycling, taking advantage of the characteristics of plane cities and proximity of Ports - Promotion of public transport use, such as public buses, seems to be an opportunity for passengers visiting by themselves and achieving the LCTP goals - Incentive green mobility (supported by the EU) is a key to boost the LCTPs implementation, by engaging tour operators and transport service providers - Making proposals appealing so that tour operators and other key stakeholders will be willing to implement them - Local governments are valuing more tourism and tourists' investments - Increase the acceptance of the plan by the stakeholders and citizens - Increase political willing to improve the urban quality of Ports - Synergies with other european and national projects, closely cooperating as to guarantee the best possible result for the city's inhabitants and tourists - Involvement of authorities to articulate and integrate solutions - Signature of partnerships or memorandum of understanding between several authorities, contributing also to have an holistic approach - Integration of the LCTPs in the SUMP - Capitalize the participatory process with the stakeholders to collect information both of LCTPs and SUMP. - Engage key stakeholders who have supported the implementation of measures (support letters) - The contribution from all the stakeholders belonging to the different Modular Projects, supporting the community and the development of common solutions for a sustainable mobility in Med Area, achieved by GO SUMP - Mainstreaming results at national & regional levels 	<ul style="list-style-type: none"> - Electoral cycles. Measures that don't give immediate answer to the city council program to the end of the mandate have the risk of not being implemented - Institutional problems, causing frequent changes of directors and staff in the key authorities' agencies, difficult decisions and reachability of decisors - Lack of investment in the mobility sector on the past - Lack of funding, or crawl procedure for using Public-Private Partnership , for example in schemes for e-bus line - Lack of collaboration among the differnt actors involved in the process (mainly between municipalities and port authorities) - Difficult to reach a consensus between main stakeholders, due to conflict of interest - Decision-making by the local government - Main part of funding being public, so it is again related to political choices and changes at local, regional and national level - Possible problems or constrains with funding, with consequences also on the private investments, decrease in the number of cruisers, difficulty to provide less pollutant buses - Publicly announcing the readiness and possibility to invest resources in the realization of plans and goals for enhancement of the cruising business - Lack public acceptance of the measure purposed in the plans

Among the different Strengths identified, the partners highlight most the stakeholders and the participatory process as being crucial for the plans, knowing their perspective the developed measures were in line with their needs, which is a strong point to further implement the developed measures. For example, in Durres some of the measures are focused in providing information to the tourists, such as the implementation of info points, which was a measure identified with the contribution of stakeholders needs and also pertinent to promote soft modes of mobility.

This analysis allowed to identify also a wide variety of Opportunities which contribute and benefit for the implementation of the plans. It's important to highlight the partnerships, involvement and contribution of stakeholders in the implementation of the plan, allowing for example the improvement of sustainable connection between the city center and Port. Integration with other plans, specifically SUMP and possible synergies are recognized also as Strengths, however with a different approach. The trivialization of measures it's also an opportunity to use the partnerships created, such as APPs adapted to each city.

The Weaknesses identified are mainly focused in financial constrains and characteristics of the cities, for example the lack of space in some Ports that cause overlapping of containers and cruise ships and lack of infrastructures, may cause a problem in the identification of measures and implementation.

Regarding the identified Threats, they are mainly focused in the electoral cycles and political support, that can have a high impact in the implementation of the measures, and again the financial constrains. These Threats create a high risk for the measures of not being implemented in the case of being long term measures and also costly measures.

7. Lessons learned

During the development and implementation of the LCTP's, it was possible to extract from this experience some lessons learned.

The beginning of the development of LCTPs may start with data collection, but it's also critical to identify a List of stakeholders and to know the needs of the stakeholders directly involved. Therefore, the participatory process was undoubtedly a crucial step to collect pertinent information from the different stakeholders, which allowed to have track for the main challenges and hindrances of the cities, regarding the mobility of cruise passengers within the cities. As well as meetings with citizens, which opens an opportunity for raising awareness and afterwards to have a stronger dissemination of the LCTP.

Meet citizens and let them meet each other: it is important not only under the point of view of data collection, but also to improve their awareness about the different views, positions, limits and needs. A good urban quality for citizens is a necessary step to guarantee good quality for tourists.

This reinforces the Strengths identified of promoting a well-structured participatory process.

The political support is also crucial for the development and implementation of the LCTPs and other plans. Therefore, the creation of policies to support the development of sustainable cruise tourism would be a boost for the implementation. Simplification of payment procedures for dues and charges would create a favorable environment with the cruise tourists, giving more free time to visit cities in the context of cruise tourism.

In order to follow the results of this Plans, which is mostly the reduction of CO₂ per cruise ship passenger, it is necessary to proceed with the collection of information and the creation of a database which will show the actual condition of the traffic flows associated with cruise ships in the next 10 years.

Med cities have similarities that can be exploited for implementing a series of sustainable measures in the field of urban transport, not only on the northern shore of the Mediterranean Sea, but also on the southern shore.

The implementation of measures should be carried out at local level with participation of local authorities and private bodies, but under common EU directives and regulations.

Establish a range of common indicators on sustainability in order to adequately measure the effect of the implementation of the measures.

The LOCATIONS project partners jointly developed a standardized, transnational, easily replicable operational model, capable of valorising each territory's expertise. This methodology is being replicated in 11 cities of MED area, which can benefit from this analysis to give to the plans in developments an advantage, taking into account the results of this deliverable for a faster implementation of the plans, using the main best practices.

8. Annexes

Annex I - Questionnaire focused on the implementation of plans – Lisbon City

Annex II - Questionnaire focused on the implementation of plans – Malaga Port

Annex III - Questionnaire focused on the implementation of plans – Durres Port Authority

Annex IV - Questionnaire focused on the implementation of plans – Port of Trieste

Annex V - Questionnaire focused on the implementation of plans – City of Ravenna

Annex VI - Questionnaire focused on the implementation of plans – Port of Rijeka Authority

Annex VII - Questionnaire focused on the implementation of plans – GO SUMP project

Annex VIII - Questionnaire focused on the implementation of plans – Gainn4MOS project

Annex I - Questionnaire focused on the implementation of plans – Lisbon City



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

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Lisbon's municipality

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Date 16/04/2019

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The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

- To reduce the crossing of the city centre by touristic buses and avoid the use of non-efficient mobility options (such as tuk tuks).
- To promote cycling and walking as main modes to discover the city, also for cruise passengers.
- To take the opportunity to improve mobility conditions for all those who live in the city centre.

2. What are the main actors and cities involved?

- Different municipal services
- Municipal companies
- Tourism guides and companies
- Sharing transport systems operators
- Mobility companies
- Information technology companies
- The city of Sintra has been present and shared its work.

3. What were the main best practices developed until now in the implementation of your Plan?

- Identification of the stakeholders;
- Promotion of a participatory process that allowed to understand different perspectives and to promote the engagement of several services on solutions' design.

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

It was identified a list of possible funding sources that can be used in the Locations project scope as:

- Tourism funds;
- Operational Program "MAR 2020"
- One Square in Each Neighbourhood Program and different interventions in the public space
- Paid access to parking time slots for buses which could improve their management and that could be directed to improve active modes accessibility.
- Tourism companies are willing to pay a tourism tax charged to vehicles that address to city centre and historic centre as long as problems with buses' circulation and parking reduce substantially or even finish.
- Tourism tax charged to disembarking passengers is regulated but it is not applied. It could be used to provide better mobility conditions to cruises' tourists.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

The project aims to solve mobility problems offering multiple solutions, some of them depending on management and others on physical interventions in very different scales. Those solutions depend on different entities that have their own programs and priorities, turning difficult to progress.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

The fact that Lisbon is making a huge effort to become more sustainable, improving public space, and promoting cycling and walking. Also, the trivialization of mobility apps, that support people to discover the city by their own means, proposing the best mobility options – often in public transport.

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

The elections that will take place in September 2021, meaning that only the measures that give immediate answer to the city council program for these 4 years will have the chance of being implemented.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

More focus, money and tasks on implementation and not so much in communication aspects that take time and effort and don't really have impact on the plan implementation.

9. What is the current link between your Plan, SUMP and SECAP?

The LCTP measures are one of the aspects to be considered in the development of Lisbon SUMP. Considering that it promotes sustainable mobility and defines cycling and walking networks in the city centre and other touristic areas, it may be considered that it solves part of the SUMP mobility planning.

10. What are the main lessons learned regarding the goals of your Project/Plan?

Some of the conclusions of the workshops were very interesting, especially the ones related to the tourism bus operators. We became aware that the most demanded bus for cruise tourists is a shuttle that transports cruise passengers to Restauradores (1km away...).

We also understood that tourist agencies are not so interested in offering bus travels to the city centre; but they have to have this product as long as it is still a possibility given by the city. They make all the efforts to promote alternative programs, even to avoid traffic jams which affect their day planning. They are open to a more bus circulation restriction in the city centre or to implement a tourism tax to the vehicles that address to city centre or historic centre as long as to avoid problems with buses' circulation and parking. (This money could be used to promote sustainable mobility solutions). The tourist agencies offer all the options (buses, walking, cycling...) and may be flexible and adapt themselves.

Finally, we have been told that buses circulate for half an hour, while they wait for pick-up tourists who want to return to the cruise, after dropping them off in Restauradores. This happens because parking places have been removed to avoid buses to go there, although without finding alternatives to this situation which resulted in an even worse situation for everyone involved, because the buses, instead of being parked, spend a lot of their time circulating in Avenida da Liberdade without passengers.

11. What type of synergies were achieved with other low carbon mobility projects?

The LCTP has been integrated on the Cycling Promotion Program and has contributed for the planning of the walking network on the city centre.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

Same answer as question 11.

Annex II - Questionnaire focused on the implementation of plans – Malaga Port



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Ana Marín

Málagaport

Málaga

Date 26/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

Málaga LCTP has been designed by LOCATIONS' partners CIRCE and Málagaport, with the collaboration of different stakeholders, highlighting Málaga City Council's OMAU, Associate partners of LOCATIONS. It has been designed thinking of the destination City of Málaga, historical city center and neighbourhoods.

It intends to foster the use of low carbon transport systems and multi modal connections for cruise-related passengers, goods and services flows in the frame of wider sustainable traffic and mobility policies (SUMP and Agenda 21).

The LCTP works in three main strategic axes, having each of them their own specific objectives and actions, although they are all related among themselves.

1. Strategic Axis 1: Cruise tourism contributes to ease movements and cohabitation in Malaga.
 - Increase the number of cruise passengers walking to attractions.
 - Decrease traffic congestion around the port.
2. Strategic Axis 2: Cruise tourism increases its contribution to local economy in a stable long term way.
 - Increase the use local facilities and low carbon mobility services by cruise passengers.
 - Increase cruise passengers reaching touristic and leisure options distant from the port.
3. Strategic Axis 3: Cruise tourism contributes to decrease carbon emissions and acoustic pollution in Malaga.
 - Increase the number of cruise passengers cycling to attractions.
 - Increase the use of low carbon motorized means from and into the port.

2. What are the main actors and cities involved?

Málaga LCTP has been designed by LOCATIONS' partners CIRCE and Málagaport, with the collaboration of different stakeholders, highlighting Málaga City Council's OMAU, Associate partners of LOCATIONS. Also important have been main stakeholders from port (cruise terminals, tour operators, shipping agencies, cruise lines, transport service providers...) and from the destination (museums, shops, restaurants, neighbours...).

3. What were the main best practices developed until now in the implementation of your Plan?

- The list of stakeholders has been essential from the very beginning. Reaching the highest number and analysing the importance of their relation to the project. The list has been enlarged whenever it was necessary and possible.
- When meeting them, getting their feedback has always been a must. We wanted them to be heard, but also to feel heard.
- Being up-to-date to news related to new urban means of transport in the area has been essential, and actually a challenge. We have to be careful with which proposals we would like to foster first, since it might not be the right time. For example, there is an open and live debate about shared electric scooters (patinetes eléctricos). There is a high number in the city now, and misuse is quite common, in fact the port and the city of Malaga have been pioneer in the implementation of specific regulations for use and parking. Very recently, specific areas for parking have been designed in the

port and the city, parking not being possible anywhere else, with penalty fees applied when necessary.

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

- The main source considered is public funds, local, regional and national, with European resources.
 - The City Council states that further joint study would be convenient, and some initiatives could be funded by the City Council itself.
 - The Andalusian Agency of Energy is really interested in the project and its initiatives. They have available several support projects which are related to LOCATIONS. For example, in order to foster the reduction of pollution or the setting up of electric charging points with renewable energy. This could be interesting for organisations, NGOs and private companies.
 - The Association of Employers have a wide knowledge of companies and interests related to mobility and tourism in Malaga, and is offering to collaborate with initiatives related to setting up electric charging points for vehicles.
 - Private funding is seen as a possibility but in a secondary role, associated to shopping, restaurants or services close to new interesting points, or in private transport services, for example.
- No finance has actually been carried out, yet.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

The fact that there is no existing big trouble at the moment in our destination due to cruise traffic is perhaps negative for the implementation of the plan. It is sometimes hard to promote changes, we need to explain that we intend to do things in order to avoid problems even when they are not -yet- there.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

- Taking into account the features of the city of Málaga (small city center, quite plain), the proximity of city and port and the existing problems related to new mobility means, mobility on foot seems to be a very good option, mainly in the city center.
- Public transport use, such as public buses, to reach further areas like Pedregalejo, El Palo or Tabacalera (museums) seems to be an opportunity for passengers visiting by themselves, which is actually a good number in the case of Malaga due to its features (around 70% of total pax).
- Tour operators and transport service providers are key to some of the proposals of our LCTP. Fostering changes on their operations is a challenge, but on the other hand, they need to be up-to-date and offer new products to their customers, which are the cruise lines. Green mobility is a good incentive.

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

A challenge is the political situation. There were regional elections taking place in November 2018, national elections in April 2019 and Municipal elections in May 2019. This may make more difficult to make some decisions or reach representatives.

Then, making proposals appealing so that tour operators and other key stakeholders will be willing to implement them.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

Collaboration, always and from the earliest moment, of port, city and main stakeholders. The Port is very interested in promoting the plan, but many times -each case will of course be different- has no possibility of management over topics related to mobility in the city. Sometimes -for example in the north of Europe- it is only one administration over port and city, but others, such is the case in Spain, they are managed by different administrations, reason for which collaboration is a must.

9. What is the current link between your Plan, SUMP and SECAP?

The city of Málaga SUMP and Agenda 21 have been taken into account from the very beginning. At the moment, we are undergoing a study and analysis of Málaga LCTP's proposals and the aforementioned documents, together with the City of Malaga to update the state of the latest and influence in LCTP proposals.

10. What are the main lessons learned regarding the goals of your Project/Plan?

Goals from each of the axes are still valid for current situation, but we need to take into account the recent news in the area regarding urban mobility.

11. What type of synergies were achieved with other low carbon mobility projects?

There is another Interreg Med project, ALTER ECO, in which the city of Malaga is Partner and Malagaport Associate Partner. ALTER ECO and LOCATIONS have some common goals, some initiatives from one of the projects match also the other project. Such is the case for example of initiative 2.2.2 from LOCATIONS, "Promoting distant touristic offers for cruise tourists". In the framework of ALTER ECO, last Summer the City Council created a set of leaflets to inform general tourist of distant touristic points such as El Palo/Pedregalejo or The Port-Malagueta among others.

Another project, AUTOMOST, is intending to test electric automatic vehicles to transport cruise passengers from terminal to city center. Malaga is participating in this project and pilot testing should be carried out in our port.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

They have been shared with the project ALTER ECO, and to new ports and destinations in the framework of LOCATIONS project.

Annex III - Questionnaire focused on the implementation of plans – Durres Port Authority



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Durres Port Authority

Durres, Albania

Date 11/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

The scope is to improve the mobility and quality of visit for cruise passengers, Durres citizens and the nearby areas, by fostering a complete and comprehensive plan. This requires developing a LCTP to meet the mobility needs of cruise passengers, residents, businesses, and the region for decades to come.

2. What are the main actors and cities involved?

The project is focused on Durres city but this project will also help other tourist using the cruises and visiting Durres. Main actors are Durres Port Authority *Durres Municipality (Ass. Partner) AFTO – Albanian Passenger Terminal Operator Durres Regional Political Authorities, Durres railway,*

3. What were the main best practices developed until now in the implementation of your Plan?

- Based on the actions of LCTP it is to mention that one of the planes described on it. Establish touristic info points along the touristic paths within the city and the port areas. Durres municipality has begun to put some info points in Durres city.

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

For now it is used just the local authorities resources to improve mobility services.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

-Lack of urban mobility related studies like SUMP and SEAP.

- Most urgent issues relate to Heavy traffic and Road congestion in Durres port and city entrance; Lack of rationalization of the touristic spaces; Lack of well-defined walking tourist paths infrastructure and information; Lack of Cruiser liners and operators business coordination; Low spending time of cruiser tourists, etc...

- Lack of political support with relevant policies and infrastructure investments.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

- Government renewed focus on tourists investments.
- Eu support for green transport
- Renewed interest on cruise passengers attraction by regional authorities

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

- Frequent changes of directors and staff in the key authorities agencies.
- Lack of investment in the sector on the past.
- Lack of funding, or crawl procedure for using PPP scheme for e-bus line,
- Disregard for developing the Apps and improving the accessibility for disabled low mobility passengers.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

Collaboration of local and national governance for “Promotion of facilitating policies for cruisers”

9. What is the current link between your Plan, SUMP and SECAP?

Integration of the LCTP with the SUMP that is being currently developed BY DURRES MUNICIPALITY

10. What are the main lessons learned regarding the goals of your Project/Plan?

- Create the policy to support the development of Cruise Tourism in Durres.
- Clearly demarcate roles and responsibilities of each agency/department in different aspects of cruise tourism development.
- Address tax related issues. In addition to tourism related taxes, a cruise vessel & its passengers are also subject to several charges and fees
- Simplification of payment procedures for dues and charges would create a favorable environment with the cruise tourists.

11. What type of synergies were achieved with other low carbon mobility projects?

- Acceptance of the plan from the Durres City and Durres Port Authority.
- Creation of info points as established in the plan.
- Future plans with Durres Municipality to create the bicycle path.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

- Involving the key stakeholders for funding support.
- Monitoring and control of the measures by the pre- management
- Monitoring of the results

Annex IV - Questionnaire focused on the implementation of plans – Port of Trieste



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Stefania Silvestri

Port Network Authority of the Eastern Adriatic Sea – Port of Trieste

Trieste

Date 09/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

Trieste LCTP – Low Carbon Transport Plan aims at providing new low carbon mobility solutions both for cruisers and citizens and aims to support them in making an informed choice of alternative transport means as well as by providing them with useful and accessible information.

Within the local context the scope of the project and of the plan is therefore providing cruisers and citizens with alternative transport solutions given the recent increase of cruise liners that choose the terminal of Trieste as home port.

2. What are the main actors and cities involved?

The main actors involved in the LCTP of Trieste are the following:

- City of Trieste – as the only entity competent for developing mobility plans and options for citizens and tourists alike;
- Trieste Terminal Passeggeri (TTP) – the cruise terminal operator;
- Chambers of Commerce of Venezia Giulia – gathering companies and enterprises constantly in contact with tourists and cruisers;
- Italian General Confederation of Enterprises, Professions and Self-Employment – gathering local SMEs.

For the final elaboration of the plan all the mentioned actors have been constantly involved through a participatory process while for the implementation of the measures included in the plan, the Port of Trieste has worked in close collaboration with the Municipality of Trieste.

3. What were the main best practices developed until now in the implementation of your Plan?

The Port of Trieste has decided to shift part of its WP5 budget, dedicated to the implementation of the capitalization workshop, for the purchase of e-bikes to be added to the Municipality fleet with the ultimate aim to capitalize project's results and to give a concrete impact to the project.

The purchased e-bikes will show the LOCATIONS logo and will help cruisers to move around the city centre in a sustainable way.

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

EU funds deriving from Interreg funds, funds from other EU Programmes (such as CIVITAS H2020 through synergies with the PORTIS Project) as well as own funds have been identified to implement the measures included in the plan.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

The Port of Trieste is still waiting to proceed with the purchase of e-bikes for the deployment of the bike-sharing system because of some delays in the tendering procedures the Municipality of Trieste is carrying out with its provider.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

The Municipality of Trieste is currently implementing all the activities included in its Sustainable Urban Mobility Plan (SUMP) and from the beginning of March has officially started also the participatory process with local stakeholders.

Against this background the participation of the Port of Trieste within LOCATIONS must be viewed as complementary to the activities of the City of Trieste within PORTIS, the two institutions closely cooperating as to guarantee the best possible result for the city's inhabitants, tourists and cruise passengers.

Indeed, through LOCATIONS the Port of Trieste has contributed to the parts of the SUMP of Trieste concerning cruise passengers, suggesting potential solutions to the City's government.

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

There is the need of a huge collaboration among the different actors involved in the process.

Both the Municipality and the Port of Trieste have to work together to achieve concrete results after the deployment of the actions.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

Close collaboration among local actors and synergies among different projects related to mobility issues.

9. What is the current link between your Plan, SUMP and SECAP?

The measures included in the LCTP of the city of Trieste are strictly linked to the SUMP of the city whose contract has recently been awarded and whose contents have been recently presented to the public.

Some of the actions included in the LCTP, namely the increase of bikes and e-bikes sharing stations and the APP for way finding in the city are also included in the CIVITAS PORTIS project and therefore included in the SUMP.

10. What are the main lessons learned regarding the goals of your Project/Plan?

The involvement of stakeholders at different level is crucial for the proper and lasting implementation and impact of project measures.

Raising awareness through an efficient communication and dissemination plan to the final user is the best way to achieve project's and plan's results and objectives.

11. What type of synergies were achieved with other low carbon mobility projects?

Synergies at local level with the city SUMP.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

Creating synergies at project level between PORTIS and LOCATIONS and including some of the measures of LOCATIONS plan in the city SUMP.

As for the concrete impact of the actions the Port of Trieste is contributing to purchase some of the e-bikes that will be part of the bike sharing system tendered by the Municipality through the CIVITAS PORTIS project.

Annex V - Questionnaire focused on the implementation of plans – City of Ravenna



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Nicola Scanferla, Giorgia Rambaldi

Municipality of Ravenna

Date 10/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

Scope:

The scope of Ravenna LCTP is the improvement of the sustainability – both under the environmental and “social” point of view – of the cruise related traffic in the village of Porto Corsini, acting on the shuttle paths and characteristics.



Figure 1 - Shuttle path: state of art

Moreover, Ravenna aims to become one of the reference destinations for sustainable mobility of cruise passengers in Mediterranean Sea. Specifically, the City aims to excel in the issue of accessibility to ensure everyone the opportunity to move in a sustainable manner in the port and in Ravenna with the least number of architectural barriers.

Location:

The cruise terminal is located at Porto Corsini, and was inaugurated in 2011. To date, it includes two landing docks able to accommodate ships up to 330 m, although the terminal is still under development.

Porto Corsini is a hamlet of the municipality of Ravenna, has 1517 inhabitants (Source ISTAT), is located about 15 km from the historic centre of Ravenna and connected to Marina di Ravenna, the most significant hamlet standing opposite to the Candiano Canal, in a continuous way, from a ferry for passengers and vehicles.

Porto Corsini is crossed by three road axes: via Molo San Filippo, via Volano, which continues towards the coast taking the name of via Po and allowing a single direction of travel towards the sea, and via Giuseppe Guizzetti, a one-way street heading to Ravenna. In addition to traffic related to cruise flows, Porto Corsini is affected by seasonal flows due to the presence of an equipped camper area and bathing establishments that attract tourists on a daily basis. The location is also in the immediate vicinity of several naturalistic areas included in the Po Delta Park.

Goals:

There are different strategies – that can be seen as different goals - that will contribute to the achievement of the scope:

1. Improvement of tourist accessibility to points of interest in the proximity of the terminal
 - a. Improvement of accessibility to points of interest near the cruise terminal
 - b. Cycle and pedestrian wayfinding system
 - c. Activation of a new service of e-bike rent (MOSES project)
2. Improvement of the urban quality in Porto Corsini
 - a. Implementation of interventions foreseen by Detailed Urban Traffic Plan
 - b. Preparation of a feasibility study for an intermodal platform at the entrance of Porto Corsini
3. Improvement of the environmental quality of connections between the cruise terminal and the centre of Ravenna
 - a. Limitation of circulation to polluting vehicles
 - b. Connections by sea
 - c. Increase low-carbon travel by bike to the centre of Ravenna
 - d. Installation of infrastructure for charging e-bike bicycles at the cruise terminal
 - e. Improving accessibility for people with reduced mobility
 - f. Regulation of bus transit in the city centre

2. What are the main actors and cities involved?

- Municipality of Ravenna: Mobility Planning Office, Environmental Office, Public Work Office
- Port Authority of the Northern-Central Adriatic Sea, Park Authority of the Po Delta Park
- Emilia Romagna Region and

Porto Corsini citizens, environmental associations, local stakeholders....

3. What were the main best practices developed until now in the implementation of your Plan?

- Inclusion of LCTP in the Sustainable Urban Mobility Plan, approved in January 2019: the plan is formally part of the municipal planning;
- A well-structured participatory process:

- Stakeholders and influencers: first the involvement of main stakeholders, meet separately, in order to be able to focus on the different and specific situations; then some plenary meeting, to let them know the common points but also the incompatibility of some requests;
- Cruisers: survey in the city center, questions defined with the collaboration of the cruise company and on the basis of Malaga port survey;
- Citizens: a long participatory process with all the population of Porto Corsini – open to the stakeholders – with an online survey and 3 evening meetings.
- Collaboration with other ongoing European projects that have point in common (MOSES), optimization of all the material collected by the previous EU projects (Adrimob, EA SEA-WAY).

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

The financial source for the implementation of the plan are almost completely public, but they come from different entities: municipal, regional or national resources, European Found, Port Authority funds, other Interreg projects fund.

STRATEGY	COSTS
IMPROVING TOURIST ACCESSIBILITY OF INTEREST IN THE PROXIMITY OF THE TERMINAL	2.850.000 €
IMPROVING URBAN QUALITY IN PORTO CORSINI	1.310.000 €
IMPROVING THE ENVIRONMENTAL QUALITY OF CONNECTIONS BETWEEN THE CRUISE TERMINAL AND THE CITY	2.662.000 €

ACTIONS	DESCRIPTION	COSTS	POSSIBLE SOURCE OF FUNDING
2.1 Implementation of works foreseen by Detailed Urban Traffic Plan	Realization of works foreseen by Detailed Urban Traffic Plan	1.300.000 €	National, regional or municipal resources European funds
2.2 Preparation of a feasibility study for an intermodal platform		10.000 €	Municipal resources
TOTAL STRATEGY 2			1.310.000 €

ACTIONS	DESCRIPTION	COSTS	POSSIBLE SOURCES OF FUNDING
3.1 Connections by sea	Floating accessible dock	800.000 €	Already funded by the State requalification outskirts' program
	Activation of a new maritime connection through Candiano Canal	350.000 €	Already funded by national requalification outskirts' program
3.2 Increase bike trips toward city center	Completion of bike network	1.500.000 €	National funds related to national bike paths Private funds
3.3 Installation of infrastructure for charging e-bike bicycles at the cruise terminal	Installation of a recharge point for e-bike	10.000 €	Already funded by private operator
3.4 Improving accessibility for people with reduced mobility	Installation of special signage system to reserve a parking space for minibuses providing this service	1.000 €	Municipal funds
3.5 Regulation of bus transit in the city center	Implementation of the new regulation for bus transit in the city center	/	/
TOTAL STRATEGY 3			2.662.000 €

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

Possible problems with funding – with consequences also on the private investments that should have been fostered by them -, decrease in the number of cruisers, difficulty to provide less pollutant buses.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

- Approbation of SUMP, that includes the LCTP;
- Positive judgement on the plan by the Maritime Concil;
- Positive reaction of environmental associations and stakeholders;
- Political will to improve the urban quality of Porto Corsini;
- Starting of the implementation of plan on City dock development and Maritime park: projects already made public
- Involvement of Port Authority in the project for the harbour front: project already made public

- Involvement of Po Delta Park Authority in the promotion of the park as sustainable touristic destination;
- Signature of the Memorandum of Understanding aimed at the recovery and enhancement of Pialassa Baiona, that involves Ministry of Agricultural, Food and Forestry Policies, Emilia-Romagna Region, Port Authority of the Northern-Central Adriatic Sea, Park Authority of the Po Delta Park and Municipality of Ravenna;
- Improvement of sustainable connection between the city center and Porto Corsini (via Candiano Canal).

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

The main part of funding is public, so it is related to political choices and changes at local, regional and national level.

In the coming 24 months there will be municipal election: some views and aims of the current administration could not found support in the future.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

A deeper involvement of the citizens – with a consequent control on time and procedures – can be able speed the process a guarantee the needed political support (and funding).

9. What is the current link between your Plan, SUMP and SECAP?

The LCTP is part of Ravenna SUMP.

The Municipality of Ravenna has the SEAP, not yet the SECAP; the coherence between actions of SEAP and SUMP has been checked in the framework of Environmental Impact Assessment (EIA) of the Mobility Plan.

Valutazione Ambientale Strategica
SUMP RA

RAPPORTO PRELIMINARE

Inti	Obiettivi/azioni dei piani che possono avere interazioni con il PUMS	Politiche azioni del PUMS che possono avere interazioni con i piani	Tipo di Interazione
PAES	Conversione a metano della flotta comunale Abbonamenti agevolati per i dipendenti comunali per l'utilizzo dei trasporti pubblici nei trasporti casa lavoro Sistema di trasporto pubblico locale (TPL) Conversione dei mezzi di trasporto pubblico a metano Progetto Mybus (Idrometano) Creazione di una zona di rifornimento per idrometano Nuovo deposito e rifornimento metano per il trasporto pubblico Redazione del PUMS Piano della mobilità ciclabile Piano della mobilità pedonale (compreso pedibus) Piano Urbano della sosta e dei parcheggi (ZTL e accessibilità alla ZTL) Campagna liberiamo l'aria (incentivi sostituzioni veicoli) Attuazione locale della normativa europea per la riduzione delle emissioni generate da traffico veicolare Parco mezzi a ridotte emissioni di ACER Ravenna Mezzi di trasporto del servizio raccolta rifiuti Colonnine di ricarica per mezzi elettrici	Interventi di road pricing Interventi di park pricing Caratterizzazione e definizione delle isole ambientali Infrastrutture per il Trasporto Pubblico urbano Infrastrutture per il trasporto pubblico Extraurbano Trasporto bici su bus Potenziamento del bike sharing Interventi di razionalizzazione della rete del trasporto pubblico urbano Infrastrutture per la mobilità ciclabile nei parcheggi intermodali Messia in sicurezza di piste ciclabili e dei percorsi pedonali Nuovi percorsi ciclabili Istituzione di aree di sosta per ciclomotori e motocicli derivanti da studi effettuati dagli uffici sulla domanda/offerta Regolamentazione dell'accesso dei veicoli merci al CS Attività di comunicazione in tema di Mobility Management Punti di informazione con pannelli a messaggio variabile Strumenti digitali dedicati all'informabilità Ampliamento ZTL Regolamentazione e gestione della ZTL Regolamentazione e gestione della ZTL BUS Ampliamento delle Aree Pedonali Eliminare ogni barriera alla mobilità delle persone. Veicoli elettrici dedicati alla mobilità delle merci Veicoli sostenibili (cargo-bike) dedicati alla mobilità delle merci Interventi infrastrutturali (colonnine elettriche)	In diversi casi gli obiettivi del PAES coincidono con le azioni del PUMS (mobilità ciclabile, pedonale, ZTL, trasporto pubblico). In altri gli obiettivi del PAES sono riferiti ad azioni puntuali (conversione della flotta comunale o ACER Ravenna o idrometano) che possono o meno ricadere nell'ambito dei temi trattati dal PUMS. Dall'altra parte la predisposizione del PUMS attua uno degli obiettivi del PAES.

Figure 2 - Extract from SUMP's EIA Preliminary Report

In the Preliminary report are reported: aims and action of the plan (SEAP) that can have interaction with the SUMP (first box), policy and actions of the SUMP that can have interaction with the SEAP, kind of interactions.

The aims are perfectly coherent, the actions do not have overlap (e.g. the SEAP foreseen some punctual actions – like the substitution of the municipal fleet with a less pollutant one – that support the SUMP's aims but are not included or specified in the plan).

10. What are the main lessons learned regarding the goals of your Project/Plan?

There are different aspects that deserve to be underlined:

- Collect data: technical data, but also needs and problems of the ones that are directly involved in the topic;
- Meet citizens and let them meet each other: it is important not only under the point of view of data collection (see above), but also to improve their awareness about the different views, positions, limits and needs.
- See the implications and consider them: mobility affects – and it is affected in – many ways in the life of a center. When tourism mobility is involved, many other aspects must be considered (attractiveness, seamless, economic impacts in a limited area, seasonality...).
- A good urban quality for citizens is a necessary step to guarantee good quality for tourists.

11. What type of synergies were achieved with other low carbon mobility projects?

The LCTP is part of the SUMP, that has been realized also thanks to the participation to the InnovaSUMP – Innovations in Sustainable Urban Mobility Plans for low-carbon urban transport - project (Interreg Europe): LOCATIONS has been presented during the meetings of the project.

The cruisers' mobility is the topic also of the project MOSES - Maritime and multimodal transport Services based on Ea Sea-way project (Interreg Italy – Croatia).

The project MOSES capitalizes the results of the IPA Adriatic project EA SEA-WAY, aimed to enhance the accessibility and mobility of passengers in the Adriatic area through the development of new cross-border sustainable and integrated transport services and the improvement of related infrastructures. Thanks to the project, some rent of electric bikes to the cruisers have been done in 2018.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

Not defined.

Annex VI - Questionnaire focused on the implementation of plans – Port of Rijeka Authority



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Sandra Juretić

Port of Rijeka Authority

Rijeka

Date 9/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

The process of transition towards a low-carbon economy is continuous and time-consuming.

The Port of Rijeka Authority's Plan was developed on the basis of guidelines for drafting the plans which were developed by the technical partners of the project. It should be noted that Rijeka is a specific destination because there are concrete data on the activities of cruise ships in the destination only since 2015. In a way that is an aggravating circumstance because concrete data on cruise ships and tourist trends in the city are available only since 2015. The main scope of this Plan is quite broad because it concerns all stakeholders who are in any way included in the process of cruise ships visiting the city.

2. What are the main actors and cities involved?

Key stakeholders who have supported the implementation of measures (support letters)

3. What were the main best practices developed until now in the implementation of your Plan?

- Ability of integrated packages to deliver synergies
- Support from diverse actors, stakeholders and the public.

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

- Funds of the Port of Rijeka Authority;
- National Funds;
- City budget;
- EU funds;
- Financial Institutions,
- Private investments.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

Four problems crucial for a sustainable development of cruise tourism in Rijeka are identified. When we say sustainable we mean a way which would ensure the reduction of air pollution and traffic congestion coming from excursion buses, shuttle buses, waste vehicles and other modes of transport of tourist to destinations, more satisfied tourists, citizens and all other business entities affected by the cruise ship tourism in the city (1. overlap of container ships and cruise ships; 2. bottleneck at the connection point with Road D404; 3. breakwater pier depth; bicycle network)

6. What are the main opportunities that will help to the implementation of your Project/Plan?

The implementation of defined measures is the most important and most difficult part of the implementation of the Plan which requires the most time and effort as well as substantial financial resources. With the acceptance of measures by the management of the Port of Rijeka Authority and LOCATIONS project partners, its implementation officially begins, which is a very complex process dependent on many factors; economic, social, political and technical. The Port of Rijeka Authority is responsible for the implementation of the Plan within the given time frame in coordination with key stakeholders who have supported the implementation of measures (support letter).

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

The necessary activities are: (i) decision-making by the local government, (ii) reaching the consensus between main stakeholders and (iii) publicly announcing the readiness and possibility to invest resources in the realization of plans and goals for enhancement of the cruising business.

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

- Support from diverse actors, stakeholders and the public.

9. What is the current link between your Plan, SUMP and SECAP?

Port of Rijeka Authority acquired the *letter of support* from the Municipality where they support the realisation of all measures defined by the LCTP.

10. What are the main lessons learned regarding the goals of your Project/Plan?

In order to follow the results of this Plan, which is mostly the reduction of CO₂ per cruise ship passenger, it is necessary to proceed with the collection of information and the creation of a database which will show the actual condition of the traffic flows associated with cruise ships in the next 10 years.

11. What type of synergies were achieved with other low carbon mobility projects?

- significant and diverse benefits through organized project workshops and project presentations
Opportunities to build coalitions involving many different stakeholders with various interests (different people, groups and institutions)

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

- organized project workshops and project presentations

Annex VII - Questionnaire focused on the implementation of plans – GO SUMP project



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Carlos Sánchez
Malaga City Council
Malaga

Date 22/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

When talking about sustainable mobility as a part of urban planning, the gap is even bigger in the Mediterranean, even if the classical city configuration of proximity could easily inspire a low carbon transport strategy. Using a specialized partnership as backbone of the working structure, GO SUMP will work to solve this gap by guiding and supporting modular projects as a community, to improve the visibility, capitalization and mainstreaming of their results through joint strategies based on synergies and networking. GO SUMP will act as a bridge among the Med Programme and projects, and the stake holders for their communication and capitalization through key thematic groups such as Civitas, Eltis, the SUMP Platform or the Covenant of Mayors. By capitalizing good and especially bad practices, the horizontal project, will contribute to a unique identity on SUMP in the Med cities enhancing its peculiarities as a key to implement low carbon transport & mobility measures.

2. What are the main actors and cities involved?

In the GOSUMP Horizontal Project, the main actors are EUROCITIES, UNIMED, RDA Green Karst, MEDCITIES, CODATU and Malaga City. In the rest of the Urban Transport Community, almost 120 organisations are involved.

3. What were the main best practices developed until now in the implementation of your Plan?

The development of specific solutions for specific problems related to urban mobility, transferring the results in new regulations included in the SUMP (Sustainable Urban Mobility Plans).

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

The project is financed by the Interreg Med Programme. Almost 18 M euros for the whole Urban Transport Community.

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

Starting the project with an innovative structure where the functions of the horizontal were to create firstly a sense of community between the partners and the modular projects, was a big challenge. Once the community was created, the next challenge was to identify synergies and common solutions for sharing. Then, the final step is to collect the greatest impact measures and transfer them to new regulations for inclusion in the SUMP.

6. What are the main opportunities that will help to the implementation of your Project/Plan?

The contribution from all the stakeholders belonging to the different Modular Projects, supporting the community and the development of common solutions for a sustainable mobility in Med area.

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

Mainstreaming results at national & regional levels

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

The capitalisation and replication of the best practices obtained from the development of measures from the Modular Projects. Once the results of the different projects are analysed, it is necessary to select the higher impact ones and transfer them in new policies and regulations.

9. What is the current link between your Plan, SUMP and SECAP?

The GOSUMP project is focussed on SUMPs, but some of the partners from Modular Projects work at the same time on SECAPs, using sustainable urban transport measures in the field of actions of SECAPs.

10. What are the main lessons learned regarding the goals of your Project/Plan?

Med cities have similarities that can be exploited for implementing a series of sustainable measures in the field of urban transport, not only on the northern shore of the Mediterranean Sea, but also on the southern shore.

The implementation of measures should be carried out at local level with participation of local authorities and private bodies, but under common EU directives and regulations.

Establish a range of common indicators on sustainability in order to adequately measure the effect of the implementation of the measures.

11. What type of synergies were achieved with other low carbon mobility projects?

Axis 2 is formed by Low Carbon Horizontal Projects (GOSUMP, GREENCAP and MEDNICE). Several meetings have been organised for finding synergies. Even though there doesn't seem to be many common activities it is crucial to understand the low carbon economy under a holistic approach.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

So far, the transferability of the results is in progress. The strategy for that is shaped by different actions as the creation of a replication manual, a Handbook of good practices, the presentation of measures through different web platforms (Medurbantoll, Civitas, Eltis, etc.). And at last the inclusion of new regulations for SUMPs will suppose a model for future mobility projects.

Annex VIII - Questionnaire focused on the implementation of plans – Gainn4MOS project



Questionnaire focused on the implementation of plans

LOCATIONS – Low Carbon Transport in Cruise Destination Cities

WP5 – Capitalization

Activity 5.1 Coordinating the WP and definition of the capitalization plan

Rui Humberto Coelho Lopes

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Funchal

Date 26/04/2019

The context of LOCATIONS

Cruise tourism represents an appealing way to visit coastal areas providing a significant boost in their economy and international reputation.

Facing the need to increase income from cruise tourism and to preserve territorial natural assets, cities are called to use existing low carbon transport systems and multimodal connections.

LOCATIONS' (Low Carbon Transport in Cruise Destination Cities) mission is to mitigate the impact that cruise ships related traffic has on cities and improve the quality of life of inhabitants and passengers.

The overall objective of LOCATIONS is to support local public administrations in drafting Low-Carbon Transport and mobility Plans (LCTPs) with measures dedicated to cruise-related passengers and freight flows, contributing to decongest the city traffic and to lower the production of greenhouse gases.

Objective of the Questionnaire

The objective of this questionnaire it's to assess cross fertilization opportunities among projects and plans with focus on urban sustainable mobility. The questionnaire aims to obtain relevant information and capture lessons learned from each LOCATION'S partner regarding their specific work developed for each cruise tourism city as well as from other projects/plans with synergies with LOCATIONS located in south European cities. The results of this questionnaire will allow to monitor, evaluate and compare the best practices of the implementation of these plans and projects and understand complementarities and gaps. Moreover, the questionnaire aims to support a future portfolio assessment between European mobility projects towards the creation of a low carbon mobility network of cities.

Therefore, this questionnaire is composed by a group of questions to get important feedback from the LOCATIONS institutional partners and other European synergetic projects.

Questionnaire

1. What is the scope, location and main goals of your Project/Plan?

The scope of GAINN project is the use of alternative fuels on ships, in ports and ECA areas including the Mediterranean and the main goal is to obtain a significant reduction on GHG emissions from ships, including cruise ships

2. What are the main actors and cities involved?

Please check GAINN project site

3. What were the main best practices developed until now in the implementation of your Plan?

Fuel cruise ships with LNG; Development of guidelines for the use of LNG; measuring cruise ship emissions during 6 months with a portable station installed in Funchal Port whose data can be supplied by DROTA

4. What kind of financial sources were identified and received to implement the measures of your Project/Plan?

TEN-T/CEF funding

5. What are the main barriers identified so far for in the implementation of your Project/Plan?

Investment burden; Low investment push for private stakeholders

6. What are the main opportunities that will help to the implementation of your Project/Plan?

Dedicated grants, tax benefits that reduce CAPEX

7. What are the main challenges for the next 24 months that will be a constraint to the implementation of your Project/Plan?

Financial constraints

8. What could be suggested to improve the implementation of these kind of Projects/Plans?

Financial support with long term no interest payback

9. What is the current link between your Plan, SUMP and SECAP?

10. What are the main lessons learned regarding the goals of your Project/Plan?

That strong small teams help governments to respond fast to customers request; Customer request lays a lot on own cash-flow and requires a lot of public support

11. What type of synergies were achieved with other low carbon mobility projects?

Optimization of Shorex procedures and connection with urban and interurban transport ways.

12. In what extent the measures developed under your plan/project have been shared and transferred to other sustainable mobility projects?

