Project co-financed by the European Regional Development Fund

Report on local technical workshops

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories
Deliverable 5.2.1 Report on local technical workshops

Lisboa E-Nova, AREA, AIT, CIRCE, REAK, Municipality of Lisbon, Port of Trieste, Durres Port Authority, Malaga Port, Municipality of Ravenna, Port of Rijeka, Municipality of Zadar

Work package 5

Deliverable D5.2.1

12/03/2019

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1. Introduction

This report corresponds to the Deliverable 5.2.1. and presents results of the Activity 5.2 Capitalisation workshop in the 7 already involved territories. This activity aims for a joint work of the LOCATIONS Institutional partners and Technical partners in what concern the capitalisation workshops in the 7 territories originally involved in the project. These workshops were addressed primarily to support the implementation of the LCTPs developed in the testing stage in order to support sharing and awareness raising among the main local and regional actors and stakeholders and to promote uptake of models and solutions proposed in new territories.

2. Objective

The concrete objective was to promote 2 Capitalisation workshops in each of the 7 already involved territories. The goal was to organize a total of 14 workshops, involving at least 280 participants.
These workshops made use of participatory methodologies to involve, with a strategic overview, the local and regional stakeholders, policy and decision makers and technical experts, pursuing the interaction and allowing also mutual learning.

3. Results

A summary of the workshops is presented below in table 1.

The full reports of each workshop are included in the Annexes.

Table 1 – Summary of the capitalization workshops developed in the 7 LOCATIONS´ cities

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Trieste	1st workshop 19/09/2018	Trieste: Hydropower Station in the Old Port Free Area	- Technical event for knowledge transfer, involving technical experts in the implementation of the LCTP and for the deployment of the measures through the SUMP of Trieste - Integration between Ports and Cities through the projects LOCATIONS and CIVITAS PORTIS (co-financed program of the EU dealing with mobility as well) along with the synergies that are being developed between the two projects at territorial level	- Presentations from technical experts and Professor Di Venosa (urban architect) to raise awareness among the citizens and the technicians - Linking the different programs to improve the LCTP namely the increase of (e-)bike sharing stations and implementation of orientation applications	- Architects - Engineers - Technicians - Citizens - Journalists - Bloggers - Municipality of Trieste (main stakeholder)	126 signed names
	2nd workshop 12/11/2018	Trieste: Executive Secretariat of the Central European Initiative	- Strategic event to create synergies with other European projects - Presentation of a new railway from Trieste to the Friuli Venezia Giulia region (1st measure of the Trieste LCTP) - Analysis of possible new railways in relation to the arrival/departing of cruise passenger by LiftLab - Main goal: improve the use of railways by tourists and cruise passengers on a regional and cross-bordering level, while creating synergies with the projects Interreg Central Europe CONNECT2CE and Interreg ADRION INTER-CONNECT	- Presentation of LOCATIONS and CONNECT2CE and their objectives - Round table with the main project's stakeholders: talking about their point of view and pointing out the critical issues and the development potential	- Representatives of public institutions and companies of public transport - Directorate of infrastructures and territory Friuli Venezia Giulia region - Private companies with external expertise	18 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Durres	1st workshop 10/11/2018	Durres Port Authority	- Durres' LCTP and its benefits - Implementation of actions (info point, E-biking) - Collection of ideas and help from private and public partners	- Focus group with Q&A about LCTP to realize the actions	**Public Entity** - Municipality, Regional council and university of Durres - Institute of Transport - Ministry of Infrastructure and Energy **Private Entity** - AFTO Albanian Ferry operator terminal - Representatives of E-biking and E-taxi service - Travel agencies	23 signed names
	2nd workshop 21/11/2018	Durres City Hall	- Implementation of actions (info point, E-biking) - Placement of Info points at Durres Port and around the city -Future plans to build a bicycle lane near the Ferry Terminal -Placing the E-bus shuttle at Durres Port	- Focus group with Q&A about LCTP to realize the actions - Open discussion	**Public Institution** - Municipality, Regional council and university of Durres - Institute of Transport - Ministry of Infrastructure and Energy - Durres Water supply system - Regional Environment Agency - General Maritime Directorate **Private Institution** - AFTO Albanian Ferry operator terminal - Representatives of E-biking and E-taxi service - Travel agencies - Allushi Trans - Shega-Trans	32 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Málaga	1st workshop 21/11/2018	Headquarters of the Port Authority of Málaga	- Supporting the LCTP - Uptake of models and solutions - Updating the stakeholders - Trying to enhance the contact to the stakeholder - Analysis of financing possibilities (private & public)	- Focus group - Presentation of LOCATIONS project & initiatives - Aligned projects: ALTER ECO, SIMPLA and Enerinvest - Debate: initiatives, prioritizing, funding possibilities	- Focused on public institutions: - Port Authority - Cruise Terminal Operator - City Council - Regional organisations - Chamber of Commerce - Association of Employers - Regional transport and Airport	24 signed names
	2nd workshop 22/11/2018	Headquarters of the Port Authority of Málaga	-same as in the 1st workshop	- Same as in the 1st workshop - Speakers from the Malaga Port, Fundación CIRCE & Faro Consultancy - Getting ideas from external consultancy	- Focused on private institutions: - Shipping agents - Tour operators - Transport companies - Museums - University of Málaga	23 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Ravenna	1st workshop 17/09/2018	Palazzo Rasponi	- Strengthen the collaboration between Municipality and the main stakeholders - Updating the stakeholders, to draft a strategy and get support by them	- Focus group - Presentation of the LCTP by the mobility office to update the stakeholders - Sharing of the new achievements like funding by municipality, e-bikes for cruiser tourists	- Stakeholders - Politicians - Port authority - Cruise operators - Tourist guides - Environment protection association - Transport operators - Beach resort operators - Citizen associations	27 signed names
	2nd workshop 09/11/2019	Mobility Office Building	- Obtain the authorization by the public bodies - To show the similarity of the LCTP and the SUMP	- Focus group - Conference of Services which means an invitation to all the bodies (public & private) who are involved in the project - Presentation and Q&A	- Municipalities from the neighborhood - Environmental agencies	10 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Rijeka	1st workshop 23/11/2018	Port of Rijeka Authority	- Presentation of LOCATIONS and LCTP - Increase of the capacity of the cruise ship pear, the elaboration is already in progress - Advantages of the enlargement of the pier: - no interference with cargo traffic because now the container terminal of Rijeka is used for cruisers - proximity to city center and speed Road D404 - attractive location - Presentation of the two possibilities of the implementation	- Interactive workshop with animation, information, involvement and engagement	- Representatives of the Primorje-Gorski Kotar County - Tourist board - Traffic organization company of Rijeka - Port of Rijeka authority - Regional Development Agency	20 signed names
	2nd workshop 14/12/2018	Port of Rijeka Authority	- Two versions of implementation the access to the new cruise port because the old bridge of the D404 is dilapidated -building a new bridge next to the old bridge -building a new road with a new bridge	- Same as in the 1st workshop	- Representatives of the Primorje-Gorski Kotar County - Tourist board - Traffic organization company of Rijeka -Regional Development Agency - Croatian Road	21 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Lisbon	1st workshop 04/12/2018	Lisbon Urban Information Centre	- Approaching the integration of LOCATIONS discussing the measures: - Promotion oif pedestrian mobility, creating an accessible route network - Promotion of cycling mobility, creating a cycle network and making bicycles available	- Project´s presentation - Presentation of the workshop´s objectives and methodology - Focus-group focused on the following LCTP measures 1. Pedestrian routes in the historic center and Belem 2. Cycle network in the Historic Center 3. Cycle network between Belém and the Historic Centre	- Municipal companies: EMEL - Mobility companies: Urbactiv - Tourism companies: Lisbon Cycle Tours -Lisboa E-Nova -Lisbon Municipality (deputy mobility, urbanism, mobility planning, public space)	19 signed names
	2nd workshop 06/12/2018	Lisbon Urban Information Centre	- Approaching the integration of LOCATIONS discussing the measure: - Diversification of touristic attraction zones	- Project´s presentation - Presentation of the workshop´s objectives and methodology - Focus-group focused on the following LCTP measures 1. Historic Center/Belém 2. Other attraction poles/routes 3. Corridor Belém/Ajuda	- Other Municipalities: Monte da Lua/Sintra - Tourism companies: James Rawes Turismo, Ibercruises - Information Technologies: Storyo APP, Institute for Tomorrow - Lisboa E-Nova - Lisbon Municipality (deputy mobility, urbanism, mobility planning, public space)	19 signed names

City	Date	Local	Objectives	Methodology	Type of Attendees	N° of attendees
Zadar	1st workshop 7/12/2018	Rector's palace in Zadar	- Getting contact with experts and their development plans with cruise tourism - Sea port development - Learn the effects of cruise tourism on urban mobility of cities	- Presentations of experts with discussion	- Zadar county representatives - Zadar county development agency - Zadar port authority - Representative of cruise company - Travel & shipping agencies - Zadar tourist Board - Zadar public transport facility representatives, private bodies	27 signed names
	2nd workshop 17/12/2018	City Hall council chamber in Zadar	- A get together with all relevant departments of Zadar Municipality - Discussion about the proposal from the 1st workshop - Discussion about the next steps in the achievement of the measures	- Discussion and decision making	- Municipality departments: EU funds, Department for spatial planning and construction, Department of Utilities and Environmental Protection, Department for management of city property	14 signed names

4. Conclusions

The objective of promoting 14 workshops was accomplished, as well as having at least a total of 280 participants which was also accomplished, since it was involved the total of 403 participants, discussing and contributing for the implementation of the LCTPs. Below there are the main conclusions of the workshops promoted in each city:

- **Trieste**

Trieste used the workshops to focus on raising awareness among citizens and stakeholders for the need of more sustainable mobility options within the old port areas, which allow citizens and tourist to move and live in a better city and also to increase the collaboration among public institutions. To capitalize LOCATIONS measures the main stakeholders involved in the workshop and the Port of Trieste, jointly collaborate to design a proper E-Bike system linking the Old Free Port Area to the city centre and the cruise terminal. To promote green mobility in Trieste, integrated solutions and approaches were considered crucial to put together all the efforts by different stakeholders involved in the implementation of the Low Carbon Transport Plan and of the Sustainable Urban Mobility Plan of the city of Trieste. The Municipality of Trieste and the Port Network Authority of the Eastern Adriatic Sea demonstrated willingness to cooperate on the Old Port Area and to work on mobility issues providing tourists and citizens with alternative modes of transport and encouraging a different style of life within Port cities. Intermodal connections were considered key in the future development of the management of the tourist flows and this is the reason why local institutions have to work together in order to provide tourists with efficient, cheap and comfortable solutions. To this regard an important role is played by communication: passengers must be aware of the local offer when considering different types of solutions.

- **Durres**

Durres has focused the workshops for the promotion of the LCTP for a joint work to integrate LOCATIONS results and the SUMP of Durres which is being developed. It was also discussed the measures of the LCTP such as the implementation of strategic info points in the city and the best places to put it, the implementation of E-Biking in the Cruise terminal and around the city, build a biking route in the Durres Port (not just the Durres ferry terminal) connecting it with and through the beach area and also the implementation of an E-Bus shuttle and a discussion with the private operators that could contribute to this measure. It is important highlight that some of the measures of the Durres LCTP are already in an implementation phase and/or will be implemented soon. Also, the actions described in Durres LCTP were classified as very helpful for tourism, citizens so the plan was accepted in a positive way by the stakeholders.

- **Malaga**

Malaga focused the workshops on keeping spread the Malaga LCTP. The feedback received was good in general terms, which confirms the importance of these work. An open discussion was promoted, in which the mobility of foot was seen as the best option for Malaga for the City Center and only other means of mobility are needed when going beyond. Although the LOCATIONS itself does not have activities of implementation, the Institutional partners already started to promote it and it is recognized the importance of studying how the project can continue in the future, from plan to implementation. The public institutions in Malaga are aware of the LOCATIONS and recognize the good solutions for present and possible future

issues and they demonstrate willingness to collaborate even by providing budget, however for private funding is not foreseen in a short time and Transport companies are the main target sector. Different funding options could be applied for specific initiatives, since the Andalusian Agency of Energy, which is willing to support the implementation of LOCATIONS since it's possible to promote synergies with other projects that are running.

- **Ravenna**

With the promotion of the 1st workshop, Ravenna informed and involved once again the citizens and stakeholders, which gave a positive feedback and highly appreciate the measures about the cycle path and also about disable people. Due to the presence of other public bodies, it was possible to start preparing a path for new possible collaborations with these entities, creating further synergies to implement the LCTP.
The 2nd workshop has coincided with the "conference of Services", a mandatory meeting in Italy to implement plans, in which all the intervenient accepted to give their authorization, since the actions were designed with a shared vision. This authorization will allow the Municipality of Ravenna to formally be able to approve the Sustainable Urban Mobility Plan, that include the LOCATIONS Low Carbon Transport Plan.

- **Rijeka**

In Rijeka, with the promotion of the workshops the attendees were familiarised with the measures as well the difficulties in their implementation. The workshop helped to assess the current level of understanding of all measures to be implemented.
Furthermore, the attendees agreed that the problems which might jeopardise the implementation of certain measures must be discussed on time and also that the public must be aware of the importance of implementing the measures, as well the stakeholders must be informed of the implementation progress.
Also, a deep explanation and discussion was promoted, in which the attendees get more familiarised with the measure and the difficulties of implementation.

- **Lisbon**

Lisbon promoted both workshops focused on the Lisbon LCTP measures which were not in implementation yet, in order to gather important information and updates to further start the implementation of the measures discussed. Aspects of current cruise's tourism and the willingness of tourists to change their habits to more sustainable habits of travelling during their stop. After this analysis, the discussion brought the exchange of ideas to better integrate the current situation diagnosis, new attraction poles, pedestrian routes, cycle routes, integration with transport modes, integration with other municipal plans and programs and funding sources.
Also, for Lisbon, it was proposed the creation of a platform dedicated to tourism companies focused on traffic and parking management and a digital application dedicated to tourists in order to help them moving in the city and captivated them to visit the city using active modes and public transport.

- **Zadar**

In Zadar, the workshops were used to present again the LCTP. A positive feedback was received from the participants, who discussed the way to optimize the transport in Zadar, connected to the cruise terminal and mentioned that all the measures are real and valid. Regarding the work developed in the workshops the first measure to tackle was determined as being the prevention of the entering of the shuttle buses into the old city center, since there are plenty valid locations to transfer the shuttle bus terminal on the entrance of the old part of the city.

5. Annexes

Annex I - Report of Capitalisation Workshop 1 of Trieste

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

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

Work package 5

Activity A5.2

Date 05/11/2018

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1. Summary

Within LOCATIONS – Low Carbon in Cruise Destinations Cities, partners are asked to organize two capitalisation workshops to be carried out within Work Package 5 – Activity 5.2.
These events deal with local events involving local stakeholders such as the Municipality of Trieste, associated partner in LOCATIONS as the entity responsible for SUMP of the city of Trieste, with the ultimate aim to capitalize project results and the concrete measures included in the LCTP - Low Carbon Transport Plan of Trieste.
In the city of Trieste the Old Free Port area is really close to the city centre and could be better exploited to create new cycling routes and pedestrian paths which targets can be both citizens and tourists.
The responsible body for the planning and management of this area is the Municipality of Trieste that is implementing new solutions within the framework of the CIVITAS PORTIS project to efficiently connect the urban areas with this Old Port areas.
The actions promoted within LOCATIONS project have to be seen as complementary to this scenario and to this regard LOCATIONS and PORTIS projects were presented and their measures and expected results discussed in order to implement such measures in a coordinated and integrated manner.

2. Objectives of the workshop

The event was conceived as a technical event for knowledge transfer to involve technical experts in the implementation of the measures included in the LCTP and in their effective deployment through the SUMP of the city of Trieste.
The main theme the workshop focussed on was the integration between Ports and Cities while presenting LOCATIONS project and its expected outcomes and CIVITAS PORTIS along with the synergies that are currently being developed between the two projects at territorial level.

3. Local and Date of the workshop

To this purpose the first capitalisation workshop was held at the HydroPower Station located within the Old Port Free Area of the city of Trieste on September 19 with the participation of more than 120 people and within the framework of the European Mobility Week 2018.

4. Description of the methodology applied and the contents

Against this background, specific attention was paid to successful case studies at national and European level dealing with the integration between ports and cities presented by experts such as Professor Di Venosa that provided participants with some insights concerning the way to conceive the waterfront as environmental infrastructure to link the old port areas to the urban areas.
Both projects were presented by technical experts to raise awareness among citizens and technicians of the results that LOCATIONS aims to achieve in a mutual manner with the CIVITAS PORTIS project and the event therefore mainly consisted in an exchange of knowledge among participants.
The main topic discussed were the actions of the LCTP also foreseen in the CIVITAS PORTIS project and namely action n. 2 - increase of bike sharing stations and action n. 4 – smartphone app for way finding in the city and how these actions are going to be implemented in an integrated manner with the Port of Trieste.

As for the increase of bike-sharing stations, the Port of Trieste will contribute to increase the bikes and e-bikes fleet of the Municipality investing some funds for the implementation of the system to be deployed near the cruise terminal of Trieste.

5. Type of attendees

Participants among architects, engineers and technicians but also citizens, journalists and bloggers joined the event to know more about the current challenges that LOCATIONS is facing in the field of mobility for cruisers and for citizens.

The main stakeholder involved was the Municipality of Trieste as the only entity competent for developing mobility plans and options for citizens and tourists alike and for managing the area of the Old Free Port.

Collaboration with this stakeholder is crucial to integrate LOCATIONS Low Carbon Transport Plan into the Sustainable Urban Mobility Plan for the city of Trieste that is currently being finalized.

6. Report of results

The main expected outcome of the event is the raised awareness among citizens and stakeholders of the need of new solutions to rethink city mobility patterns and mobility within the old port areas with the design and implementation of sustainable transport modes and of alternative mobility solutions.

These will allow citizens and tourists move and live in better cities as well as to increase the collaboration among public institutions to create integrated measures for these two types of target.

To capitalize LOCATIONS measures the main stakeholder involved in the workshop and the Port of Trieste will jointly collaborate to design a proper e-bike system linking the Old Free Port Area to the city centre and the cruise terminal.

7. Conclusions

To promote green mobility in Trieste integrated solutions and approaches are crucial to put together all the efforts by different stakeholders involved in the implementation of the Low Carbon Transport Plan and of the Sustainable Urban Mobility Plan of the city of Trieste.

The Municipality of Trieste and the Port Network Authority of the Eastern Adriatic Sea are therefore willing to cooperate on the Old Port Area and to work together on mobility issues providing tourists and citizens with alternative modes of transport and encouraging a different style of life within Port cities.

8. Photos of the workshop

9. List of attendees – Annex n.1

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ordine degli architetti pianificatori paesaggisti e conservatori della provincia di trieste

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ARCHITETTI - **CIVITAS PORTIS** - **TRIESTE 2018_09_19**

		COGNOME	NOME	ora entrata	FIRMA	ora uscita	FIRMA
1	1	ANSELMI	Maurizio	14.00		18.00	
	2	BERTOSSI	Roberto				
	3	BIGOLLO	Fulvio				
2	4	BORSETTI	Massimiliano	13.48		18.00	
3	5	BOSCHI	Andrea	14.00		18.00	
4	6	BOSCHIN	Luciana	14.00		18.00	
5	7	CAPUS	Nicolò	14.08		18.00	
6	8	CARCIOTTI	Sara	14.00		18.00	
	9	COLOMBAN	Luca				
7	10	DELUCHI	Enrico	14.00		18.00	

		COGNOME	NOME	ora entrata	FIRMA	ora uscita	FIRMA
8	11	D'ORIA	Mariacristina	13:45		18:05	
9	12	DOTTA	Fabio	14.00		18.00	
10	13	FAMULARI	Marco	14:00		18:00	
11	14	FILIPAZ	Roberto	13:45		18:00	
12	15	FUCHS	Jennj	14:00		17:45	
13	16	FURLAN	Mauro	14:00		18:00	
14	17	GOLINI	Ezio	14:00		18:00	
15	18	HLAVACEK	Martin	14:00		18:00	
16	19	IAMMARINO	Lucia	14,15		18,00	
17	20	KACIC	Romana	13:45		17:45	
18	21	KOSUTA	Erika	13:45		18:15	
19	22	KRECIC	Giorgio	13:45		18:10	
20	23	KRIZNIC	Andrea	13:45		18:00	
21	24	LACAVA	Agata	14.00			
	25	LOMUSCIO	Francesco				
22	26	MAGADDINO	Giuseppa	13,50		18:05	
23	27	MAIELLO	Domenico	14:00		18:20	
24	28	MAIELLO	Savino	14:00		18:00	
25	29	MANDELLI	Maria Paola	13:50		18:20	

		COGNOME	NOME	ora entrata	FIRMA	ora uscita	FIRMA
	30	MARCON	Claudia				
26	31	MARSICH	Bruno	14:00		18:00	
27	32	MERIZZI	Antonia	13:45		18	
28	33	MILIC	Monika	13:45		17:10	
29	34	MONACO	Anna	TUTOR		TUTOR	
30	35	MOSETTI	Andrea	14:00		18:00	
31	36	NAIT	Dario	14:00		18:00	
32	37	NICCOLI	Elena	13.45		18.10	
33	38	PALADINI	Giulio Paolo	14:00		18:00	
34	39	PANIZON	Giovanni Andrea	14:00		17.40	
35	40	PANNACCI	Silvia	14.00		18.15	
36	41	PARON	Gianluca	13:50		18:10	
37	42	PECCHIARI	Selma	14		18	
38	43	PESAMOSCA	Marta	14.00		18:15	
39	44	RUTTER	Alberto	13:50		18:28	
40	45	SOLDANO	Pier Paolo	14:00		18:00	
	46	SPAMPINATO	Paola				
41	47	STAGNI	Franco	14:00		18:00	
42	48	STOKOVAC	Davide	13:50		18:00	

		COGNOME	NOME	ora entrata	FIRMA	ora uscita	FIRMA
43	49	TORLO	Enrico	13:50		18:05	
44	50	UMERI	Franco	14:00		17:00	
	51	VRABEC	Paolo				
45	52	ZAMBON	Irene	13.45		18:00	
46	53	ZANON	Enrica	13:50		18:00	
47	54	ZELCO	Paolo	13:55		18:00	
48	55	ZOCCANO	Rosario	14:00		18:00	
49	56	MICHELI	DIEGO	14:00		18:05	
~~49~~	57	MCHDGI 87L18 L424I					
50	58	KRECIC	FRANCESCO	14:00		18:05	
51	59	DI PRETORO	TATTO	14:00		18:55	
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COLLEGIO DEI GEOMETRI – TRIESTE

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Trieste, 19 settembre 2018

CULTURA, ESPERIENZE E PROASPETTIVE PER LO SVILUPPO INTEGRATO SOSTENIBILE TRA MARE E CITTA'

	Cognome Nome	n. iscrizione	Firma entrata	Firma uscita
	BEDESCHI SAMUELE	941		
1	BUOMPANE TIZIANA	961		
2	CRIVILLIE' TATIANA	1050		
3	FACCHINETTI ENNIO	832		
4	GILARDI ARMANDO	782		
5	MENNUNI MELANIA	1127		
6	SMILLOVICH MATTEO	1233		
7	STALLONE MARIO	708		

INGEGNERI

Convegno - CULTURA, ESPERIENZE E PR

LE TRA MARE E CITTA' - 19 settembre 2018

Interreg Mediterranean LOCATIONS

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	Cognome e nome	ORA ENTRATA	FIRMA ENTRATA	ORA USCITA	FIRMA USCITA
1	ABRAM ROCCO	13.55		18.05	
	ANDREUTTI GIANNI				
	ANTONAGLIA ELISABETH				
	ASHIKU SERGIO				
2	BERNETTI GIULIO	14.00		18.00	
3	BETTIOL DARIO	14.00	Denis Bettiol	18.00	Denis Bettiol
4	BORGOGNA SARA	~~14.00~~ 14.00	~~M. Bressani~~ Sara Borgogna	18.00	Sara Borgogna
5	BRESSANI MAURIZIO	14.00	M. Bressani	18.00	M. Bressani
6	CAMPAJOLA STEFANO	14.00		18.15	
7	CAPON PAOLA	14.00	Paola Capon	18.00	Paola Capon
8	CARAMIA ANDREA	14.00		18.10	
9	CARRATU' MASSIMO	14.00		18.10	
10	CEFALO PAOLA	14.00		18.10	
11	CORTESE ENRICO	14.00		18.00	
	DE PRETIS ALIGI				

Convegno - CULTURA, ESPERIENZE E PRI

ILE TRA MARE E CITTA' - 19 settembre 2018

	Cognome e nome	ORA ENTRATA	FIRMA ENTRATA	ORA USCITA	FIRMA USCITA
12	DEL PICCOLO ALBINO	14.00		18.00	
13	DI GIULIANO SABATINO	14.00		18.00	
	DIJUST MAURO				
	DIZORZ LAURA				
	FAGANELLO EDOARDO				
14	FAVRETTO STEFANO	14.00		18.00	
15	FONZARI SILVIA	14.00			
16	FREZZA FRANCO	14.00		18.00	
17	GLAVICI GIULIO	14.00		18.00	
	GNESDA MARCO				
18	GRAZIOLI ALDO	14.00		18.00	
19	MAIONE FORTUNATO	14.00		18.00	
20	MULIC ELENA	14.00		18.00	
21	PIAZZA ANGELO	14.00		18.00	
22	PIAZZA STEFANO				

Convegno - CULTURA, ESPERIENZE E PRO:

: TRA MARE E CITTA' - 19 settembre 2018

	Cognome e nome	ORA ENTRATA	FIRMA ENTRATA	ORA USCITA	FIRMA USCITA
	PICCOLI GIOVANNI				
	RANDAZZO LEA				
23	REVOLT ANTONELLA	14.00		18.00	
	SALUTE DAVIDE				
	SANTANGELO ANGELO				
	SARTORI TAMARA				
	SASSONIA BRUNO				
24	UGOTTI LUCIANO	14:00		18:00	
25	UMERI ANDREA	14 00		18 00	
26	ZANARDI IACOPO	14 00		18 00	
27	MUSCO STEFANIA	14.00		18.00	
28	NICOLA FALCONETTI	14.00		18.00	
29	ALCO FERRANTE	14.00		18 00	
30	ROBERTO GUERIN	14.00			

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Trieste, 19 settembre 2018

Interreg Mediterranean LOCATIONS

CULTURA, ESPERIENZE E PROASPETTIVE PER LO SVILUPPO INTEGRATO SOSTENIBILE TRA MARE E CITTA'

	Cognome	Nome	Collegio Prov.	Firma entrata
1	BERTOCCHI	DAVIDE	PER.IND. TS	Bertocchi D.
2	BORIS	CREVATIN	PER.IND. TS	
	BRAINI	ERMENEGILDO	PER.IND. TS	
	CASALI	LEONARDO	PER.IND. TS	
	DE MARTIN	ANDREA	PER.IND. TS	
	RICATTI	STEFANO	PER.IND. TS	
	SCOZZAI	GIANNI	PER.IND. TS	
	SILLANI	MASSIMO	PER.IND. TS	
3	PISCHIANZ	LORENZO	PER.IND.TS	

Collegio dei Periti Industriali e dei Periti Industriali Laureati della Provincia di Trieste
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RICATTI	STEFANO	PER.IND. TS	
SCOZZAI	GIANNI	PER.IND. TS	
SILLANI	MASSIMO	PER.IND. TS	
PISCIANZ	LORENZO	PER.IND. TS	

Trieste, 19 settembre 2018

CULTURA, ESPERIENZE E PROSPETTIVE PER LO SVILUPPO INTEGRATO SOSTENIBILE TRA MARE E CITTA'

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2	CANDIDO	CARMEN	
3	CESCO GASPERE	CARLOTTA	
*4	AW. RAFFAELLA DELLA PORTA	RAFFAELLA	
*5	AW. ELENA PREDONZANI		
6	FAJT	MARTINA	
7	RENZO CERNOGORAZ		Renzo Cernogoraz
8	SERGAS FRANCO	INTERPARING	
9	TOMASI	FABIO	
10	PRODAN	ROBERTO	
11	SILVESTRI	STEFANIA	Stefania Sri (Porto di Trieste)
12	COZZI	ALBERTO	
13	Ordinamanich	Marco	Marco Ordinamanich
14	MAIER	FRANCO	
15	MILOS	MARINO	
16	GHIRARDI	GIOVANNA	
17	FERLUGA	PAOLO	
18	Schweiner	Daniela	
19	Rosipman	Sergio	
20	CORTESI	GIULIA	GCortesi
21	BONU	FRANCO	

Trieste, 19 settembre 2018

CULTURA, ESPERIENZE E PROSPETTIVE PER LO SVILUPPO INTEGRATO SOSTENIBILE TRA MARE E CITTA'

	Cognome	Nome	Firma
22	STANIC	SIMONE	
23	SCOTTI	Michele	
24	MONACO	Paolo	
25	ZANOLLA	LAURA	
26	MÜLLNER	STEFANO	
27	POLLI		
28	ROSSO		
29	MANNA		
30	GIRARDI		
31	DI VENOSA		
32	CONTE		

Annex II - Report of Capitalisation Workshop 2 of Trieste

Interreg Mediterranean
LOCATIONS
Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

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

Work package 5

Activity A5.2

Date 14/11/2018

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1. Summary

The aim of this report is to deal with the objectives and results of the second workshop for the capitalisation of local measures included in the LCTP - Low Carbon Transport Plan of the city of Trieste with the ultimate aim to create synergies at local, regional and cross-border level.
The main theme the event focussed on was the importance played by intermodal connections when planning local transport solutions; for this reason it was mainly centred on the first measure included in the LCTP dealing with the analysis on the capacity of the current railway network to accommodate the increasing flow of cruise passengers.
How can cruisers better exploit train as low carbon mean of transport and be informed about possible alternative solutions?
Different project's stakeholders coming from the public and private sector had the opportunity to exchange knowledge on this topic during the final round table and to find possible solutions to implement integrated measures giving a concrete answer to these recent challenges.

2. Objectives of the workshop

The second capitalisation workshop of LOCATIONS project planned by the Port of Trieste dealt with a strategic event with the main aim to create synergies with other European projects.

The purpose of the workshop was to present the first action included in the Low Carbon Transport Plan of Trieste concerning the railway accessibility of the Friuli Venezia Giulia Region.

This analysis that was carried out by LiftLab is finalized in the identification of possible new rail services specifically dedicated to the needs of cruise passengers departing/arriving or transiting in the port of Trieste in order to accommodate the recent increasing flow.
The main goal was therefore to understand how rail services can be better exploited by tourists and cruise passengers at regional and cross-border level while creating synergies with the following projects: Interreg Central Europe CONNECT2CE and Interreg AdrIon INTER-CONNECT.

3. Local and Date of the workshop

The workshop was held at the Executive Secretariat of the Central European Initiative based in Trieste on November 12 with the participation of almost 20 project stakeholders who could contribute to the exchange and transfer of knowledge in the field of intermodal services and connections.

4. Description of the methodology applied and the contents

The workshop consisted in a cross-fertilization event with the aim to create synergies between the Interreg Central Europe CONNECT2CE and Interreg Med LOCATIONS while exploring the theme of the strategic nature of intermodal and cross-border rail connections.
Speakers presented both projects and their main objectives focussing on the main actions to be implemented at local, regional and cross-border level while in the second part of the meeting a round table followed.
The round table involved main project's stakeholders and their point of view with the ultimate aim to point out the critical issues, the transferability and potential developments of the actions implemented.

5. Type of attendees

Participants joining the event mainly come from public institutions such as representatives of the FVG Region-Directorate for infrastructures and territory, and representatives of public companies managing the national and regional railway network such as Trenitalia FVG and Ferrovie Udine Cividale and managing the local transport in Trieste - Trieste Trasporti, as well as private companies providing external expertise for the implementation of the above mentioned projects.

6. Report of results

The workshop played a crucial role to understand that complementary actions have to be put in place in order to face current challenges deriving from a recent increase of the tourist flow in the city of Trieste.
First of all the main important issue to face is the lack of information on mobility solutions that has to be overcome to support tourists and cruise passengers when embarking/disembarking from Trieste.
Public companies operating on local transport have to closely cooperate with local institutions responsible for city mobility planning in order to provide tourists with all the information on possible alternatives to be exploited at local and regional level.
Local institutions should be able to offer alternative solutions involving low carbon means of transport by discouraging passengers and tourists to use their own means while offering PT solutions that have to be seen more comfortable and safer than private solutions.
Another important issue was faced with regard to the importance of considering also the increasing freight flow within the Friuli Venezia Giulia Region through the Port of Trieste and its main terminals. Passengers and freight movements should be included in the same framework when planning to work on rail networks; it is therefore crucial to better exploit the current railway tracks while trying to manage passengers and freight flows in a coordinated and mutually supportive manner.

7. Conclusions

Intermodal connections play a fundamental role in the future development of the management of the tourist flow and this is the reason why local institutions have to work together in order to provide tourists with efficient, cheap and comfortable solutions.
To this regard an important role is played by communication: passengers have to be aware of the local offer when considering different types of solutions.
Cooperation and coordination has to be carried out at local but also at cross-border level with the realignment of some services at cross-border level when suggesting and implementing integrated measures.

8. Photos of the workshop

9. List of attendees - Annex n.1

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

LOCATIONS
Low Carbon Transport in Cruise Destination Cities

Monday, 12 November 2018

2nd Capitalisation workshop

	NAME	SURNAME	INSTITUTION	E-MAIL	SIGNATURE
1	ELISA	NANNETTI	TRENITALIA DR FVG	e.nannetti@trenitalia.it	
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3	ROSSANA	PRECALI	Regione FVG	rossana.precali@regione.fvg.it	
4	ALICE	Pappas	CEI	pappas@cei.int	
5	ANA	ALIGNUDIC	CEI	alignudic@cei.int	
6	LARA	COCCO	CEI	cocco@cei.int	
7	GIOVANNI	LONGO	LIFT UNITS	g.longo@liftlab.it	
8	ROBERTO	BASSANESE	APT. SpA.	roberto.bassanese@aptgorizia.it	
9	MASSIMILIANO	ANGELOTTI	REGIONE FVG	massimiliano.angelotti@regione.fvg.it	
10	STEFANIA	SILVESTRI	AdSP MAO - Port of Trieste	ssilvestri@portodiprieste.it	Stefania Silvestri
11	TITO	STEFANELLI	CEI-TRT	stefanelli@trt.it	Tito Stefanelli

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

	NAME	SURNAME	INSTITUTION	E-MAIL	SIGNATURE
12	RICCARDO	MARATINI	CEI - CONSULTANT	riccardo.maratini@gmail.com	Riccardo Maratini
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14	WALTER	GREGORI	CONFETRA F.V.G.	INFO@ASPE-ASTRA.IT	[illegible]
15	ANDREA	BALLARIN	CEI - CONSULTANT	INFO@STUDIOBALLARIN.IT	[illegible]
16	ELISABETTA	SCALA	AdSP MAO, Porto di Trieste	escala@porto.trieste.it	Elisabetta [illegible]
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18	ANNA	CAROBOLANTE	AdSP MAO - Porto di Trieste	acarobolante@porto.trieste.it	Anna Carobolante
19	[redacted]	[redacted]	[redacted]		
20					
21					
22					
23					
24					
25					

Annex III - Report of Capitalisation Workshop 1 of Durres

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

DURRES PORT AUTHORITY

Work package 5

Activity A5.2

6/11/2018

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7. Report of results 4
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8. List of attendees 8

1. Summary

Durres Port Authority organised on October the first local workshop regarding project Locations. This meeting was mainly to inform the public and private bodies about LCTP. This workshop was organised as a focus group with the most important stakeholders from public and private bodies that can help in the promotion and implementation of LCTP.
DPA together with AIT present the final version of LCTP and the video produced for the project. Than it was discussed about the actions, what we can improve, which is more likable to be done until the end of the project and which could take more time.
The representatives in the meeting were very helpful and they thought that these actions will help not just the tourists but even the citizens. They were very willing to help and contribute in the implementation of Durres City LCTP.

2. Objectives of the workshop

- The actions described in LCTP
- How this actions are going to help the cruises tourism
- Implementation of this actions (e.g. The info point, E biking, horizontal and vertical signals etc.)
- Ideas and help from private and public bodies to implement very soon most of the actions.

3. Local and Date of the workshop

The first workshop was organised in Durres Port Authority on 10th of October.

4. Description of the methodology applied and the contents

It was organised as a focus group with questions and answers about the presentation of LCTP, its actions and to make this action reality and to help Durres City and tourists.

5. Type of attendees

In the workshop participated representatives from both public and private entities.
Public Entity
Durres municipality
Durres Regional council
Institute of Transport
Ministry of Infrastructure and Energy
Durres University

Private Entity
AFTO Albanian Ferry operator terminal
Representatives of E-biking and E-taxi service
Travel agencies

6. Report of results

- The representatives in the workshop welcomed the actions described in our LCTP and were very willing to help in the implementation of them.
- From the discussion with Durres Municipality which are working on one project SUMP, we will work together to integrate Locations and SUMP because these projects have similarities.
- Durres Municipality has put on bid and in the following months one of the actions described in our LCTP. Placing the info points in cruise terminal and in the strategic points in Durres will be implemented.
- DPA together with the relevant stakeholders discussed about this point and come into conclusion where are the best places to put this info points.
- It is important that one of the actions described in our LCTP is going to be done very soon.
- Another point discussed in the workshop is the placement of e biking in cruise terminal and around the city. Even this action may be concluded very soon but in the next workshop we will discuss about it and the other actions.

7. Report of results

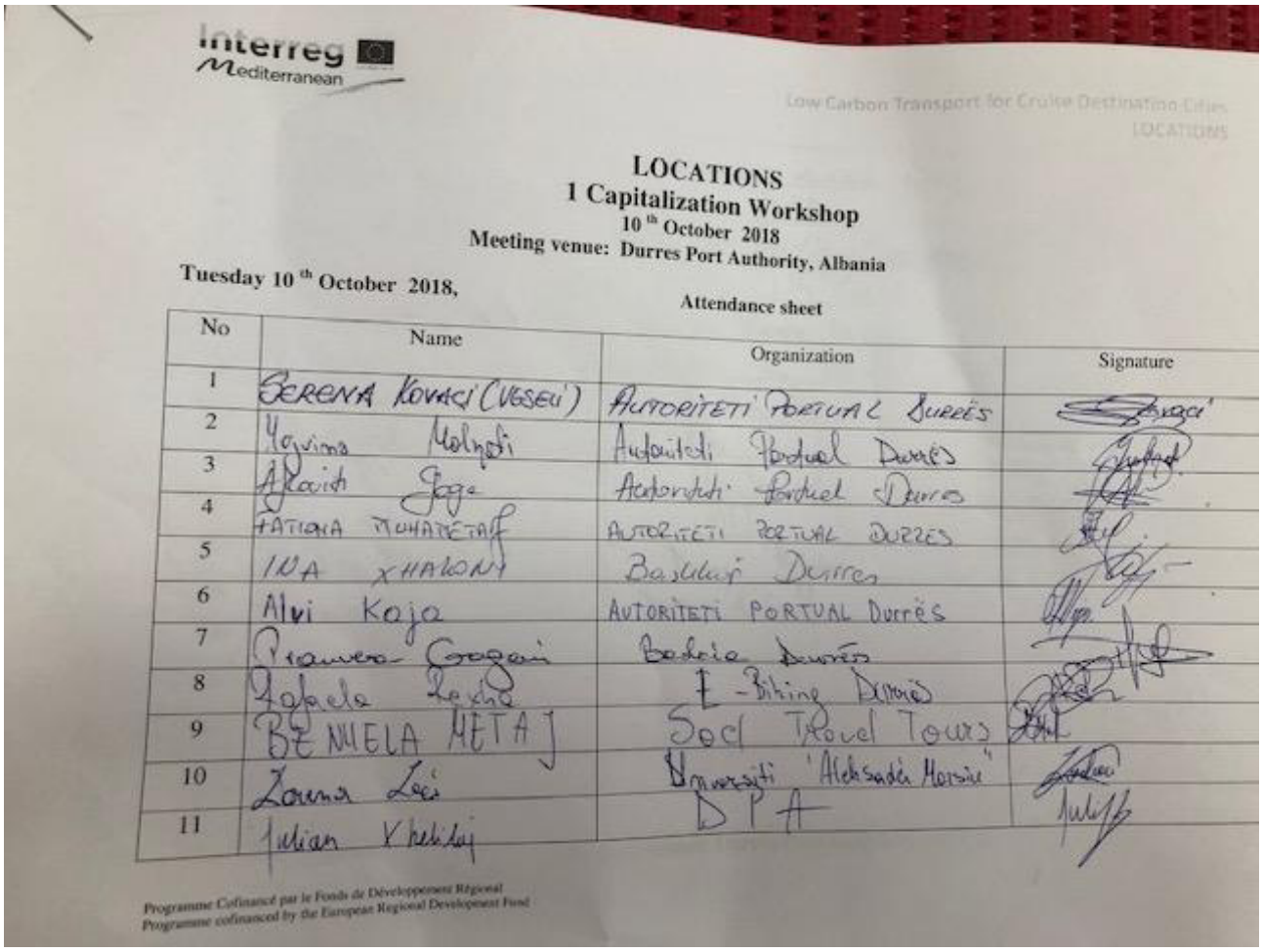
DPA together with the relevant stakeholders discussed about this point and come into conclusion where are the best places to put this info points. Also, Durres Municipality should take into account to put a bicycle lane inside DPA. This will need a discussion with municipality and changes in the masterplan.
It is important that some of the actions described in our LCTP are going to be done very soon.
Also, the actions described in Durres LCTP are even helpful for tourism, citizens so the plan was accepted in a positive way by the stakeholders.

8. Photos of the workshop

LOCATIONS

LOCATIONS

8. List of attendees



Interreg Mediterranean

Low Carbon Transport for Cruise Destination Cities
LOCATIONS

LOCATIONS
1 Capitalization Workshop
10 th October 2018
Meeting venue: Durres Port Authority, Albania

Tuesday 10 th October 2018,

Attendance sheet

No	Name	Organization	Signature
1	SERENA KOVACI (VESELI)	AUTORITETI PORTUAL DURRËS	
2	Mavima Molnofi	Autoriteti Portual Durrës	
3	Albaida Joga	Autoriteti Portual Durres	
4	TATIANA MUHAMETAJ	AUTORITETI PORTUAL DURRES	
5	INA XHAKONI	Bashkia Durres	
6	Alvi Koja	AUTORITETI PORTUAL Durrës	
7	Gramoz Gogaj	Bashkia Durrës	
8	Zabela Zeqiraj	I - Bikini Durrës	
9	BENIELA METAJ	Soci Travel Tours	
10	Zaura Leci	Universiteti "Aleksandër Moisiu"	
11	Julian Xhelilaj	DPA	

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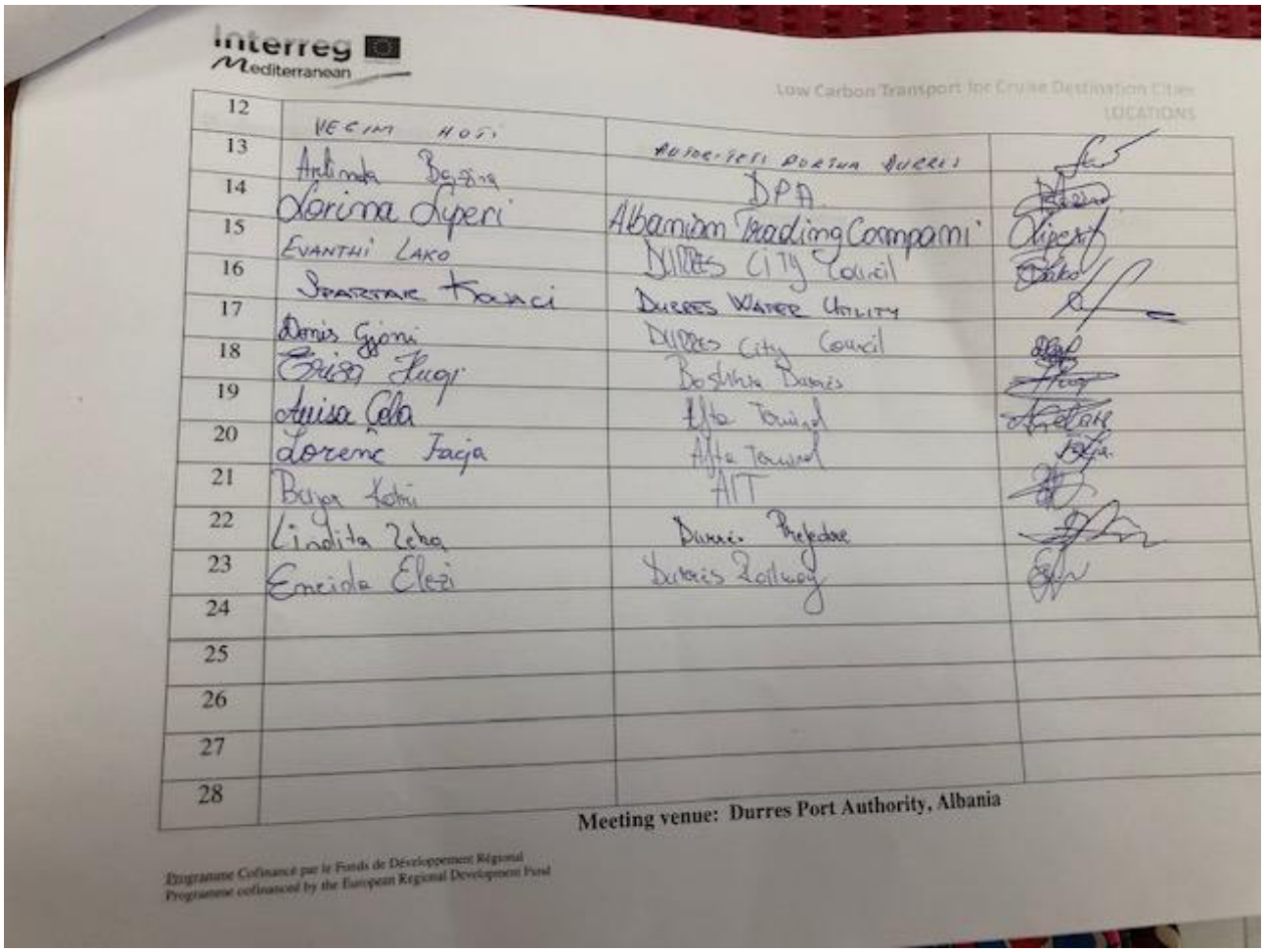

Interreg Mediterranean

Low Carbon Transport for Cruise Destination Cities LOCATIONS

12	VEGIM HOTI	AUTORITETI PORTUA DURRES	
13	Antonela Bejzina	DPA	
14	Dorina Qyeri	Albanian Trading Company	
15	EVANTHI LAKO	DURRES CITY Council	
16	Spartak Kanci	DURRES WATER UTILITY	
17	Denis Gjoni	DURRES City Council	
18	Erisa Lugi	Bashkia Durres	
19	Anisa Cela	Alfa Tourist	
20	Lorenc Faja	Alfa Tourist	
21	Bujar Kotri	AIT	
22	Lindita Zeka	Durres Prefecture	
23	Emerida Elezi	Durres Zoo Park	
24			
25			
26			
27			
28			

Meeting venue: Durres Port Authority, Albania

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Annex IV - Report of Capitalisation Workshop 2 of Durres

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

DURRES PORT AUTHORITY

Work package 5

Activity A5.2

21/11/2018

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9. List of attendees 13

1. Summary

Durres Port Authority organised on the second week of November the second local workshop regarding project Locations. This meeting was a continuity of the first workshop to inform the public and private bodies about LCTP and the next steps for Location Project. This workshop was organised as a focus group with the most important stakeholders from public and private bodies that can help in the promotion and implementation of LCTP.
DPA present the final version of LCTP and the video produced for the project.
The meeting was a discussion with Durres Municipality about what they intend to do and action to implement based on Durres Masterplan.
DPA proposed that the action regarding Durres LCTP to be implemented in the places described in it and the Durres Municipality to help us.
A lot of interest was shown a from port concessionaries and private operators for these actions, so we demand help in implementation of them.
The representatives in the meeting were very helpful and they thought that these actions will help not just the tourists but even the citizens. They were very willing to help and contribute in the implementation of Durres City LCTP.

2. Objectives of the workshop

The actions described in LCTP

- Implementation of this actions (e.g.. The info point, E biking, horizontal and vertical signals etc.)
- The placement of Info points inside Durres Port and around the city
- Future plans to build a bicycle lane near the Ferry Terminal
- Placing the E bus shuttle inside Durres Port

3. Local and Date of the workshop

The second workshop was organised in Durres City Hall on 21st of November

4. Description of the methodology applied and the contents

It was organised as a focus group with questions and answers about the presentation of LCTP, its actions and searching help in implementing it.
The meeting was mostly an open discussion with ideas and questions about LCTP, the facilities will bring to tourists, citizens and even public and private bodies.

5. Type of attendees

In the workshop participated representatives from both public and private entities.

Public Entity

Durres Municipality
Durres Regional council
Institute of Transport
Ministry of Infrastructure and Energy
Durres University
Durres Water supply system
Regional Environment Agency
General Maritime Directorate

Private Entity

AFTO Albanian Ferry operator terminal
Representatives of E biking and E taxi service
Travel agencies
Allushi Trans
SHEGA-TRANS Sh.A.
Soel travel and tours

6. Report of results

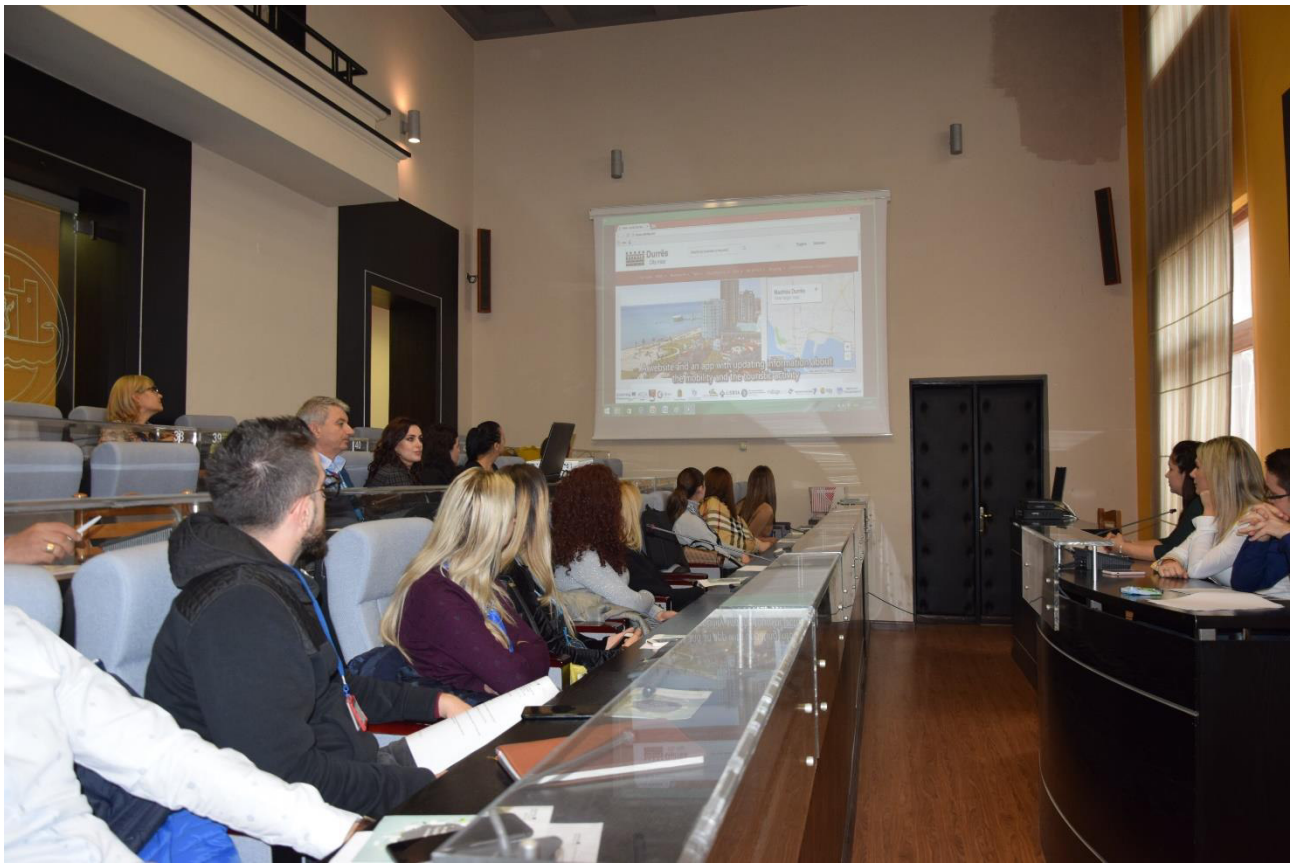
The representatives in the workshop welcomed the actions described in our LCTP and were very willing to help in the implementation of them.
From the discussion with Durres Municipality which are working on one project SUMP, we will work together to integrate Locations and SUMP because these projects have similarities.
Durres Municipality in a near future has foreseen to build a biking route in the Entrance of Durres Ferry terminal which connect it with the road which send to Durres beach.
DPA suggest that even inside Durres port not just in the Ferry terminal to put a bicycle lane so the tourists can use it just as they go out from cruises.
Regarding the E Bus shuttle this is an investment that need a lot of money sot besides Durres port and Durres municipality we asked even the private operators in the future to help us in placing it inside Durres Port.

7. Conclusions

DPA together with the relevant stakeholders discussed about this point and come into conclusion where are the best places to put this info points. Also, Durres Municipality should take into account to put a bicycle lane inside DPA. This will need a discussion with municipality and changes in the masterplan.
It is important that some of the actions described in our LCTP are going to be done very soon.
Also, the actions described in Durres LCTP are even helpful for tourism, citizens so the plan was accepted in a positive way by the stakeholders.

8. Photos of the workshop

LOCATIONS
Promoting green mobility in cruise destinations



KESHILLI BASHKIAK
DURRES
LOCATIONS
Promoting
Green mobility
in cruise
destinations

BASHKIAK
DURRES

LOCATIONS
Promoting green mobility in cruise destinations

LOCATIONS
How do you boost cruise tourism and reap economic benefits for a territory, while preserving its natural assets and attractiveness?
Rijeka
BIKE SHARING
Trieste
Promoting green mobility in cruise destinations
Lisbon
Durrës
Zadar
Malaga
Ravenna
LOCATIONS' low carbon transport plans make cruise-related mobility of people and goods more sustainable by introducing innovative transport solutions to decongest traffic, curb greenhouse gases emissions, enhance citizens' and passengers' quality of life and the attractiveness of Mediterranean cruise destinations.
PROJECT PARTNERS
AREA SCIENCE PARK - Lead Partner
Albanian Institute of Transport
CIRCE - Research Centre for Energy Resources and Consumption
City of Zadar
Durres Port Authority
Lisbon City Council
LISBOA E-NOVA
Málagaport
Municipality of Ravenna
Port of Rijeka Authority
Port System Authority of the Eastern Adriatic Sea
Regional Energy Agency Kvarner
Interreg Mediterranean
LOCATIONS
website
https://locations.interreg-med.eu
For more information:
AREA Science Park
locations@areasciencepark.it
T. +39 040 375 5192
Project co-founded by the European Regional Development Found

KESHILLI BASHKIAK
DURRES
LOCATIONS
Promoting green mobility in cruise destinations

KESHILLI BASHKIAK
DURRES
LOCATIONS
Promoting green mobility in cruise destinations

9. List of attendees

Locations Second capitalization Workshop

21 November 2018

Meeting venue: Durres City Hall

Attendance sheet

No	Name	Organization	Signature
1	SERENA KOVAÇI	AUTORITETI PORTUAL DURRËS	
2	Mojvina Molnati	APD	
3	Albaviti Çyçe	APD	
4	Franvera Gagani	Bashkia Durrës	
5	FATIONA MUHAMETAJ	APD	
6	Laureshe Veseli	Kishilli ambient Durrës	
7	Elitjona Dolo	Autoriteti Portual Durrës	
8	Arbnor Berisha	Autoriteti Portual Durrës	
9	Lorena Laçi	UAMD Durrës	
10	Valbona Koça	APD	

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11	Kastriot Xhongoli	Njesia e Trajnimeve	
12	ARTUR KODRA	NJESIA TRAINIMEVE	
13	Inida Kertusha	APD → Sektori Mjedisi	
14	RAPPEO ROKO	APD → Sektori Zhvillimit dhe Jetës	
15	Oneela Kalpi	APD → SMKM	
16	Julian Xhelilaj	APD → SMKM	
17	Florjan Xhelilaj	Instituti i Transportit	
18	Ornela Çollaku	Instituti i Transportit	
19	Rajna Lila	Instituti i Transportit	
20	Adriola Hoxha	UJËSJELLËS KANALIZIME SH.	
21	Stela Nenada	Ujësjellës Kanalizime SH	
22	Vilma Hyeu	Bashkia Durrës	
23	Andri Balog	Bashkia Durrës	
24	Vegim Hoti	Autoriteti Portual Durrës	
25	Fiona Çoxhaboshi	APD	
26	Albarian Çekolaj	Albaristika SH	
27	Eneida Elezi	DURRËS Roiling	

Interreg Mediterranean

28	Arlind Hoxhaj	Shega Trans	
29	BENUELA METAJ	SOEL AGENSY	
30	Lindita Zeka	Prefektura Durrës	
31	Lorenc Tacja	ATTO Terminal	
32	Anisa Zela	ATTO Terminal.	
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Annex V - Report of Capitalisation Workshop 1 of Malaga

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

MÁLAGAPORT

Work package 5

Activity A5.2

23/11/2018

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7. Conclusions 5
8. Photos of the workshop 5
9. List of attendees 7

1. Summary

Following the next steps of LOCATIONS, Málagaport was to be carrying out 2 local Capitalisation workshops, in order to analyse the possibilities of financing the initiatives proposed by MÁLAGA LCTP.
Stakeholders were divided between public and private entities, and we tried always to keep and enlarge our existing contact group.
Málagaport was responsible to organize these workshops, in collaboration with Fundación CIRCE.
A coffee was served simultaneously, following green events guidelines as for recycled paper, drinks served in bottles & glasses, local product, etc.

2. Objectives of the workshop

- Supporting the implementation of the LCTP developed in the testing stage for Málaga.
- Promoting the uptake of models and solutions proposed.
- Analyzing axes, objectives and initiatives with stakeholders: prioritizing most interesting/necessary/feasible initiatives. So that financing could focus on these specific initiatives.
- Maintaining and enhancing our contact group of stakeholders, as well as involving them more deeply, so that they will see it as theirs also, which will help implementation and/or spreading of LCTP.
- Analyzing financing possibilities (private-public-mixed) for initiatives in general and focusing on most interesting ones.

3. Local and Date of the workshop

Workshop has been organised in the **Port premises**, in the headquarters of the Port Authority of Málaga, a familiar place for many of the stakeholders attending the meeting. Located in the **city centre, easy to reach also on foot and by public transport**.
Workshop 1 took place on **Nov 21st, from 9:30h to 11:30h**, so that stakeholders could still have time to get back to their own businesses.
(Workshop 2 took place on the following day, so that it would be easier for our colleagues from CIRCE to attend. Given that attendees were different on both days, it was feasible.)

4. Description of the methodology applied and the contents

Methodology applied for participation was **Focus Group**, since we wanted to promote debating and sharing experiences and ideas among attendees.
Full agenda was as follows:

- Welcome
- Presentation of LOCATIONS project & initiatives
- Aligned projects: ALTER ECO, SIMPLA and Enerinvest
- **Debate: initiatives, prioritizing. Funding possibilities. MAIN PART OF THE WORKSHOP**
- Conclusions

Speakers from Málagaport, Fundación CIRCE & Faro Consultancy to dynamize Focus Group and support on funding possibilities.
We found interesting to have an external consultancy because we have already met many of the attendees, and these would mean a next step, LOCATIONS seen from outside and new ideas to the group.

5. Type of attendees

Workshop 1 was focusing on **public institutions**, i.e. Port Authority (Planning, Safety and Security, Operations), Cruise Terminal Operator, City Council (Police, Environment, Mobility, Planning), Regional organisations (Tourism & Environment), Chamber of Commerce, Association of Employers, Regional transport and Airport, among others.

6. Report of results

When presenting LOCATIONS initiatives, and even though many attendees had already participated in previous participatory processes, it is **unavoidable to have some comments on the accuracy of some initiatives and axes**, or the way they are organised and classified.

Strategic Axis in Málaga LCTP are as follows: Axis 1: Cruise tourism contributes to ease movements and cohabitation in Malaga; Axis 2: Cruise tourism increases its contribution to local economy in a stable long term way; Axis 3: Cruise tourism contributes to decrease carbon emissions and acoustic pollution in Malaga.

- In general, initiatives were well received, although **Axis 1 was the most popular**, followed by Axis 2. This is explained by the location of the Port, in the heart of the city center, which makes it easily reachable **on foot**.
- **Public transport** should be considered when reaching further locations. This would mean an existing service, and working more on promotion and information.
- Need to take into consideration the **new to come regulations on personal electric vehicles** in the city. Congestion could become a problem, it is something now widely accepted by citizens from Malaga.
- **Electric transport** is very important in Malaga LCTP, although source of that energy should also be considered, **whether it is being sourced sustainably or not**.
- It could be interesting to consider some touristic points or routes related to **environment** when thinking of creating options for the passenger in areas further from the city center itself.
- It is interesting to foster **shared vehicles** over personal ones, in general terms.
- 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. **Synergies** are originated.

As for **financing, 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, starting from 2019.

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.

7. Conclusions

- **Malaga LCTP spreading keeps growing**, and **feedback is always good** in general terms.
- **Mobility on foot** is seen as the best option for Malaga when we are thinking of the city center. Means of transport are needed when going beyond.
- We are all aware that LOCATIONS project does not intend to implement initiatives in the frame of the project itself, but **it is important to begin studying how the project can continue in the future**, go from plan to reality.
- It is good to know that **public institutions** know LOCATIONS, they understand it is providing some good solutions for possible future issues that may arise when cruise traffic will increase, and are **willing to collaborate** even by providing some budget.
- **Private funding** probably needs more time and information to be developed. Of course, companies need to see it will be profitable, but it is seen as an **appropriate secondary possibility** for funding.
- **Stakeholders need to be informed in the future** of any changes or developments related to LOCATIONS. An interest has been raised and needs to be fed in the future.

8. Photos of the workshop

Proyecto LOCATIONS
Workshop 'Desarrollo de las propuestas para Málaga'

LOCATIONS Workshops
promoviendo movilidad verde en destinos de crucero
SOCIOS DE PROYECTO
Interreg Mediterranean
LOCATIONS

9. List of attendees

Interreg Mediterranean LOCATIONS

málagaport

Capitalisation Workshop 1

Venue: Port of Málaga

Date: 09.30 h. 21/11/2018

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Interreg Mediterranean LOCATIONS

Capitalisation Workshop 1

Venue: Port of Málaga

Date: 09.30 h. 21/11/2018

málagaport

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Annex VI - Report of Capitalisation Workshop 2 of Malaga

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

MÁLAGAPORT

Work package 5

Activity A5.2

23/11/2018

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6. Report of results 4
7. Conclusions 5
8. Photos of the workshop 6
9. List of attendees 8

1. Summary

Following the next steps of LOCATIONS, Málagaport was to be carrying out 2 local Capitalisation workshops, in order to analyse the possibilities of financing the initiatives proposed by MÁLAGA LCTP.
Stakeholders were divided between public and private entities, and we tried always to keep and enlarge our existing contact group.
Málagaport was responsible to organize these workshops, in collaboration with Fundación CIRCE.
A coffee was served simultaneously, following green events guidelines as for recycled paper, drinks served in bottles & glasses, local product, etc.

2. Objectives of the workshop

- Supporting the implementation of the LCTP developed in the testing stage for Málaga.
- Promoting the uptake of models and solutions proposed.
- Analyzing axes, objectives and initiatives with stakeholders: prioritizing most interesting/necessary/feasible initiatives. So that financing could focus on these specific initiatives.
- Maintaining and enhancing our contact group of stakeholders, as well as involving them more deeply, so that they will see it as theirs also, which will help implementation and/or spreading of LCTP.
- Analyzing financing possibilities (private-public-mixed) for initiatives in general and focusing on most interesting ones.

3. Local and Date of the workshop

Workshop has been organised in the **Port premises**, in the headquarters of the Port Authority of Málaga, a familiar place for many of the stakeholders attending the meeting. Located in the **city centre, easy to reach also on foot and by public transport**.
Workshop 2 took place on **Nov 22st, from 9:30h to 11:30h**, so that stakeholders could still have time to get back to their own businesses.
(Workshop 1 took place on the previous day, so that it would be easier for our colleagues from CIRCE to attend. Given that attendees were different on both days, it was feasible.)

4. Description of the methodology applied and the contents

Methodology applied for participation was **Focus Group**, since we wanted to promote debating and sharing experiences and ideas among attendees.
Full agenda was as follows:

- Welcome
- Presentation of LOCATIONS project & initiatives
- Aligned projects: ALTER ECO, SIMPLA and Enerinvest
- **Debate: initiatives, prioritizing. Funding possibilities. MAIN PART OF THE WORKSHOP**
- Conclusions

Speakers from Málagaport, Fundación CIRCE & Faro Consultancy to dynamize Focus Group and support on funding possibilities.
We found interesting to have an external consultancy because we have already met many of the attendees, and these would mean a next step, LOCATIONS seen from outside and new ideas to the group.

5. Type of attendees

Workshop 2 was focusing on **private companies**, i.e. shipping agents, tour operators, transport companies, Museums, University of Malaga, Agencies and clusters for the development of business related to environment, energy, innovation and maritime transport, among others.

6. Report of results

When presenting LOCATIONS initiatives, and even though many attendees had already participated in previous participatory processes, it is **unavoidable to have some comments on the accuracy of some initiatives and axes**, or the way they are organised and classified.

From Workshop 1, we learnt that we needed to focus debate first on prioritising initiatives and then talk about possibilities of financing. So, from day 1 to day 2 we decided to have a **voting among the participants, asking them to choose their 3 favourite initiatives**. System was anonymous for a more comfortable and free choice.

The result is as follows

AXIS 1	
Objetivo 1	**TOTAL**
1.1.1	2
1.1.2	5
1.1.3	6
Objetivo 2	
1.2.1	4
1.2.2	5

AXIS 2	
Objetivo 1	
2.1.1	2
2.1.2	0
Objetivo 2	
2.2.1	6
2.2.2	4
2.2.3	5

AXIS 3	
Objetivo 1	
3.1.1	4
3.1.2	0
3.1.3	2
Objetivo 2	
3.2.1	2
3.2.2	3
2.2.3	4

*Please refer to Malaga LCTP to know all initiatives.

Strategic Axis in Málaga LCTP are as follows: Axis 1: Cruise tourism contributes to ease movements and cohabitation in Malaga; Axis 2: Cruise tourism increases its contribution to local economy in a stable long-term way; Axis 3: Cruise tourism contributes to decrease carbon emissions and acoustic pollution in Malaga.

All initiatives but 2 were voted by at least 2 participants.

Again, as in the previous workshop, **Axis 1 was the favourite one**, followed by Axis 2.

- It is to be highlighted that **all 3 axes are seen as a whole**, as necessary one for each other, as it also happened between some initiatives.
- **Information for the passenger is a must**. Information first, and then fostering. Fostering without providing information would be useless.
- Initiatives taking into consideration **digital solutions might be a problem**, due to a lack of Internet connection, mainly among non-EU passengers.
- There is a project, **AUTOMOST**, which 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. This is again an example of **synergies** between projects.

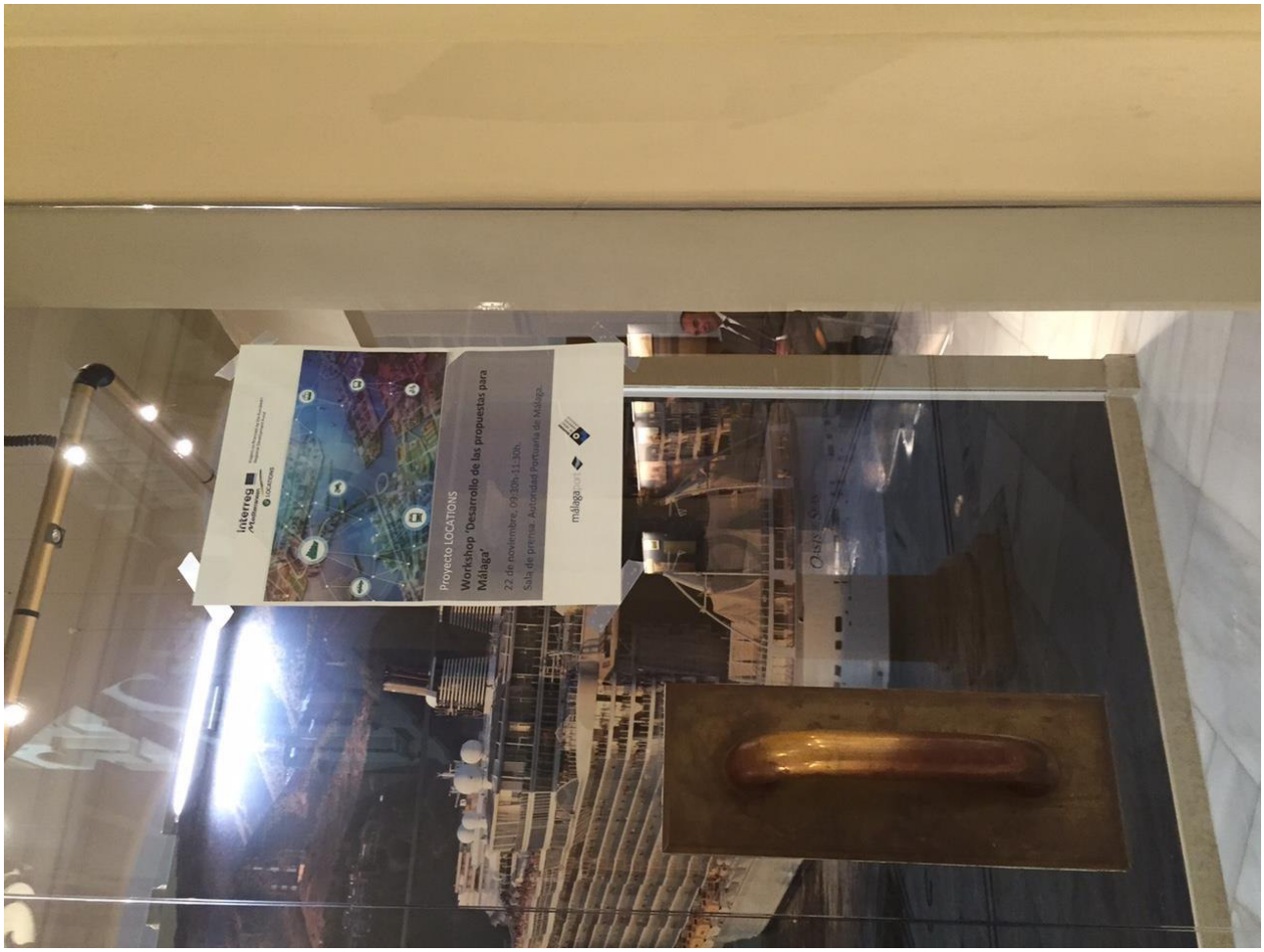
- The interest of the cruise line must always be taking into consideration. **Excursions are an important part of the income for the cruise line**, and we should always work together with cruise line, tour operator and shipping agent.
- **Cruise lines are also going green**, so it is an opportunity to try and foster other means of transport more related to low carbon mobility.
- Very important to **split passengers in two groups: those buying an organized excursion from the ship, and those going by themselves** (these will be more willing to go on foot, for example).

As for **financing, again the main source considered is public funds**, local, regional and national, with European resources.
Financial sustainability, as well as technical capacity, is needed and essential for the implementation of any initiative.
The **Andalusian Agency of Energy** joined us for the first time, and are really interested in the project and its initiatives. Their representative informs attendees that 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.
Private funding is also seen as a possibility, mainly among transport companies.

7. Conclusions

- **Malaga LCTP spreading keeps growing**, and **feedback is always good** in general terms.
- **Mobility on foot** is seen as the best option for Malaga when we are thinking of the city center. Means of transport are needed when going beyond.
- We are all aware that LOCATIONS project does not intend to implement initiatives in the frame of the project itself, but **it is important to begin studying how the project can continue in the future**, go from plan to reality.
- It is good to know that there are different funding options that could be applied to specific initiatives, such as those promoted by the **Andalusian Agency of Energy.**
- **Private funding** probably needs more time and information to be developed. Transport companies are the main identified sector.
- Work needs to continue **taking into consideration the cruise line and their partners**, such as shipping agents, tour operators or transport companies.
- **Stakeholders need to be informed in the future** of any changes or developments related to LOCATIONS. An interest has been raised and needs to be fed in the future.

8. Photos of the workshop



Interreg
Mediterranean
SOCIOS

9. List of attendees

Interreg Mediterranean LOCATIONS

málagaport

Capitalisation Workshop 2

Venue: Port of Málaga

Date: 09.30 h. 22/11/2018

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Interreg Mediterranean LOCATIONS

málagaport

Capitalisation Workshop 2

Venue: Port of Málaga Date: 09.30 h. 22/11/2018

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Annex VII - Report of Capitalisation Workshop 1 of Ravenna

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

Municipality of Ravenna

Work package 5

Activity A5.2

19/11/2018

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7. Conclusions 4
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1. Summary

The first, strategic, capitalization workshop has been held during the EMW, with the involvement of the most relevant stakeholders that - also thanks to the information about the new and ongoing actions that the Mobility office has been able to share with them – will be directly involved in the LCTP implementation.

2. Objectives of the workshop

The aim of this strategic event is primarily to prosecute the fruitful collaboration already built between the Municipality and the main stakeholders: it is really important to give them a continuous feedback about activities and possible strategies. It is necessary to engage them in the implementation of the plan, mainly in this phase, in which the Municipality is drafting a strategy. Gain their support and collaboration is the final aim of the workshop.

3. Local and Date of the workshop

The meeting took place on September 17th at Palazzo Rasponi, in the very city center, during the European Mobility Week. The capitalization workshop has been organized in the framework of the second project exhibition, in order to optimize the effectiveness of both.

4. Description of the methodology applied and the contents

The workshop was conceived as a focus group among relevant stakeholders for the implementation of the Plan. The mobility office shortly presented the LCTP – already shared with the participants - and the first ideas and actions for the implementation.
A particular attention has been devoted to the explanation of the ongoing activities:

- the signature of a commitment letter by the mobility deputy mayor;
- the allocation of 130.000 € by the Municipality in order to implement part of the plan;
- the submission to Emilia-Romagna Region of the Porto Corsini cycle path project;
- the availability of e-bike for cruisers thanks to the Moses project;
- the inclusion of the actions envisage by the LCTP in the new project for the creation of a maritime park along the coast of Ravenna;
- a new EU funded project that will deal with the cruise terminal area with the aim to connect the coast with the inner lands;
- the submission of a new EU project to realize part of the LEZ at Porto Corsini.

After the presentation we continued the discussion informally during a light dinner organized after the workshop.

5. Type of attendees

All the stakeholders have been invited and a total of 27 people joined the meeting.
Several types of participants attended the workshop: policy makers, the cruise terminal concessionaire, Port Authority, stakeholder representative associations, tour operators, cycling association, environment protection association, tourist guides, transport operators, beach resort operators, citizen associations and territorial council and other organizations that are implementing European projects in the Municipality of Ravenna.

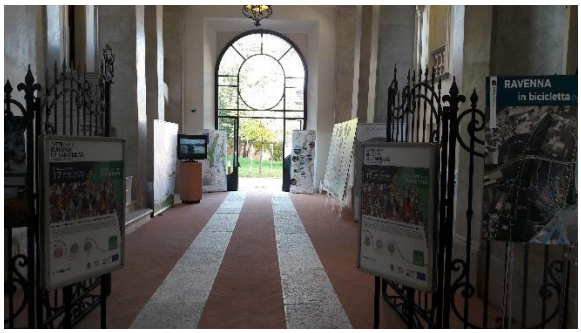
6. Report of results

There were many reasons to start with a strategic workshop: the need to preserve the relationship with the stakeholders, to inform them about the ongoing activities, to reassure them about the commitment of the Municipality of Ravenna on Porto Corsini: the citizens feel themselves as a “b series citizens” and the same sensation is shared by the entrepreneurs. After a long participatory process, with a lot of inhabitants, and about 25 bilateral meeting with stakeholders, meet them altogether, inform them and involve them in the implementation of a plan that has been shared with them from the first step was a strategic need.
The responses obtained from the participants has been positive, with the will to be part of the plan and collaborate to improve the quality of the experience of Porto Corsini and its beautiful surround.
The proposals about the cycle path and the measures for disable people have been particularly appreciated by the stakeholders that will be directly involved in the implementation (e.g. tourist guides with elderly cruisers) and by citizens.

7. Conclusions

To conclude, during the first workshop the Municipality gave an overview of the effort the City is currently making to implement part of the Plan, has shared its strategy and ideas, asking some support for projects that involve several stakeholders.
Moreover, due to the presence of other public bodies, has been prepared the ground for new possible collaborations with other organizations.

8. Photos of the workshop



9. List of attendees

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

Comune di Ravenna

SETTIMANA EUROPEA DELLA MOBILITÀ
16-22 SETTEMBRE

17 SETTEMBRE 2018

CAPITALIZATION WORKSHOP

NOME	COGNOME	ENTE/AZIENDA/ASSOCIAZIONE	FIRMA
DIEGO QUINTAVALLE	QUINTAVALLE	RAVENNA TERMINAL PASSEGGERI SRL	
DENIS GRASSO	GRASSO	ITC	
Cosetti Alberto	Cosetti	Trumpy tour	
ANDREA	DE MATTEIS	CONFERMI RAVENNA	
MASSIMO CAMPRINI	CAMPRINI	COMUNE RAVENNA	
ELISABETTA	NICOLAI	CONFCOMMERCIO	
OLIO	ROSSI	PRO LOCO P. CORSINI	
CLAUDIO	CORBOLINI	PRO LOCO P. CORSINI	

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

Comune di Ravenna

CLAUDIO PAOLO	PATARAZZI	CIRCOLO PATÉLLA LEGAMBIENTE RAVENNA	
LORENZO	MANCINI	LEGAMBIENTE RAVENNA	
MAURO	FARINELLA	FIAB - RAVENNA	
ALBERTO	VIGNUZZI	FIAB - RAVENNA	
GINO	BOLOGNESI	COMA TERR MARE	
ANDREA	MAVACCHIA	FIAB - RAVENNA	
MASSIMO	FARINA	PRO LOCO CASAL BORSETTI	
DONATELLO	SAMPAOLI	PRO LOCO PORTO CORSINI	
CHIARA	BERNAGI	MEDICO RAVENNA	
FEDERICA	MARZOTTI	COOP. IL PAPAVERO GUIDE TURISTICHE PRES. SINDACATO GUIDE CONF COMMERCIO	
ALBERTO	SMARZINA	AOSP Ravenna	
EMANUELA	MEDEGHINI	Ufficio Politiche europee Comune RA	
ANTONELLO	PIAZZA	CONFAGRICOLTURA	

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

Comune di Ravenna

NOME	COGNOME	ENTE	FIRMA
GAIA	MARABINI	AUTORITÀ PORTUALE	Gaia Marabini
ALBERTO	REBUCCI	ARPAE SAC RA	
GIULIA	BRASTA	STUDENTESSA	
GIORGIA	MAMBALIA	COMUNE DI RAVENNA	
NICOLA	SCANFERLA	COMUNE DI RAVENNA	

Annex VIII - Report of Capitalisation Workshop 2 of Ravenna

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

Municipality of Ravenna

Work package 5

Activity A5.2

20/11/2018

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4. Description of the methodology applied and the contents 3
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1. Summary

The second, technical, capitalization workshop has coincided with the “Conference of Services”, a mandatory meeting to implement Plans: in Italy, when Public bodies develop a Plan or a project that involves other public or private bodies, the proponent must organize a Conference with all the organizations in order to get their authorizations.

2. Objectives of the workshop

The aim of this technical meeting is to obtain the authorizations by all the public bodies involved in the Plan: it is important to underline that the LCTP is an integral part of the Sustainable Urban Mobility Plan of the Municipality of Ravenna, and the Conference of Services has been held to authorize all the actions of the SUMP.

3. Local and Date of the workshop

The Conference took place on November 9th at the Mobility Office building in Via Berlinguer 58, Ravenna.
The Conference was scheduled for October 24th, but a problem inside the Emilia-Romagna Region organization has postponed it to November 9th; its schedule has been conditioned by legal requirements and the availability of many other public Authorities, territorial and not (e.g. Environmental agencies).

4. Description of the methodology applied and the contents

As a legal requirement, the methodology of a Conference of Services is standard. The Municipality contacts the Region, that must sends the invitations to all the bodies involved in the Plan, as indicated by the Municipality.
In the same invitation there is a link where it is possible to find, before the meeting, all the materials that will be discussed.
During the Conference the Municipality presents its Plan and answers to the attendants’ questions.
Mainly, the questions are about the environmental aspects and implications of the plan.

5. Type of attendees

The bodies involved have been represented by some of the neighboring municipalities, two environmental agencies and the agency in charge to produce the Environmental report of the Plan.
10 technicians attended the Conference.

6. Report of results

During the Conference the attendants made some small questions, easily answered by the Municipality.
It is important to underline that, during the development phase, the Mobility Office has already met almost all organizations separately, in order to design actions according to a shared vision.
In the Municipality hope and prevision, the result of the Conference – that, according to the timing defined by the law, will come in about 90 days after the meeting, about February 2019 - will be the Authorization that the City Council needs to formally approve the Plan.

7. Conclusions

The result of the second capitalization workshop, the Conference of Services, imposed by the Italian law as a mandatory step to approve the Plans, will come in the coming months. In the light of the answers during the meeting and the process to define the Plan, the Authorization should be obtained.
With it, the Municipality will be formally able to approve the Sustainable Urban Mobility Plan, that include the LOCATIONS Low Carbon Transport Plan.

8. Photos of the workshop

PUMS
PIANO
URBANO
DELLA
MOBILITÀ
SOSTENIBILE
Comune di Ravenna
Ufficio Pianificazione Mobilità
Conferenza di
Servizi
09 novembre 2018 ore 10.00

9. List of attendees

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

09/11/2018 COMUNE DI RAVENNA

SECOND CAPITALIZATION WORKSHOP

Sede: Comune di Ravenna, Via Berlinguer 58

NOME E COGNOME	ENTE/ AZIENDA/ ASSOCIAZIONE	FIRMA
NICOLA SANTERLI	COMUNE DI RAVENNA	
CORRADO GUERRINI	COMUNE DI RAVENNA	Corrado Guerrini
AMBRA PAGNANI	UNIONE DEI COMUNI BASSA ROMAGNA	Ambra Pagnani
BRUNO LONGANESI	COMUNE DI RAVENNA	Bruno Longanesi
MARISTINA LAGHI	ARPAE - RAVENNA	
PATRIZIA LUCIALLI	ARPAE - RAVENNA	
MARIANA DI MAGGIO	ARPAE - SAC RAVENNA	Mariana Di Maggio
MASSIMO CAMPRINI	COMUNE DI RAVENNA	
IRENE BUONAMICI	AIRIS srl	
FRANCESCO MATTA	AIRIS srl	

Annex IX - Report of Capitalisation Workshop 1 of Rijeka

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

Name of Institution

Work package 5

Activity A5.2

Date 23/11/2018

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9. List of attendees (signed) in attachment 7

1. Summary

On 23 November 2018, with the aim to exchange knowledge and skills on the integrated approach to ecological cruising transport, the first (I) workshop was organized under the project, focusing on the introduction of the Low-Carbon Transport and Mobility Plan (LCTP). The project's objectives relating to the strengthening of institutional and operational capacities relevant for the transport of goods and passengers related to cruise tourism (port authorities and local and regional government units) and the promotion of low carbon and multimodal transport in the Mediterranean cities that are recognized as cruising destinations were emphasised. As part of the implementation of the Low-Carbon Transport and Mobility Plan - LCTP, the implementation of the Port of Rijeka Authority's measure oriented towards passenger and freight traffic associated with the arrival of cruise ships was presented.

2. Objectives of the workshop

In addition to the presentation of the projects Location and LCTP, the main topic was: Increase of the capacity of the cruise ship pier on the passenger terminal, the benefits obtained by implementing this measure, the method of implementation, elaboration of the measure/project that contains a preliminary analysis of the stability of the ship, pontoon and pier system, made in a 2D mathematical model based on the main frame of the largest anticipated cruise ship that would berth at the proposed pier and proposed pontoons by the designers. The Port of Rijeka Authority has already begun implementing this measure and it is expected the measure will take effect by the middle of next year.

By ensuring the acceptance of cruise ships at that location, multiple benefits are achieved:

- Use of the Brajdica Container Terminal as a pier for cruise ships is reduced,
- No interference with cargo traffic,
- Pier availability of 24 hours and reception of cruise ships at any time,
- Proximity of the city centre (walking distance),
- Attractive location (views of the whole city),
- Proximity of Road D404,

– Proximity of the passenger terminal.

There are two versions of implementation of this measure:

a. Deepening of the pier on the inner side of the breakwater, which would enable the berthing of ships with a draught of 9 metres;

b. Instalment of distancers to keep the cruise ship away from the pier, which would enable the berthing of ships with a draught of 8 metres.

3. Local and Date of the workshop

The workshop was held at the premises of the Port of Rijeka Authority, on 23 November 2018.

4. Description of the methodology applied and the contents

The workshop concept is designed so that all workshop attendees actively participate in the presentations, i.e., it is interactive. In this way, the animation, information, involvement and engagement of all attendees to familiarise with the LCTP has been achieved, identifying additional requirements and problems in implementing the Plan. The workshop was designed to be highly educational, so that the theme to be implemented in reality is understood as best possible, and in the least to be the kind of workshop in which attendees just listen, because that is ultimately not interesting to anyone.

5. Type of attendees

The workshop was attended by representatives of the Primorje-Gorski Kotar County, the Tourist Board, the company engaged in traffic organization of the city of Rijeka, concessionaires in the area under the governance of the Port of Rijeka Authority and the Regional Development Agency.

6. Report of results

After the presentations relating to the description of the project, the role of the Port of Rijeka Authority and the implementation of measures, the participants were interested in how the design for distancers was made. It was explained to them in detail that a reference vessel was taken into account and based on its characteristics the preliminary analysis of the ship, pontoon and pier system stability was made. The conclusion of this analysis led to other conclusions, including that the pontoon width strongly affects the state of the static equilibrium and that by expanding the pontoon a decrease in the number and length of the pontoons was achieved. From the geometrical relations and dimensions proposed by the designer, the maximum wind speed at which the composition (ship - 2 pontoons - pier) meets all the set conditions is 9 m/s. The mean hourly speed from the meteorological study for the observed area is in 96% of cases 5,4 m/s. The partial safety coefficient for wind speed is 1.66 and the pontoon width (9 m) was determined from the conditions for ensuring sufficient sea depth for the draught of ships mooring at the pontoons.

To achieve sufficient redundancy of the system and due to the probable tying of one pontoon at the middle of the ships due to the position of the door for passenger embarkation/disembarkation, the following number and dimensions of the pontoons for mooring were adopted:

3 pontoons of the following dimensions (LxBxTxD): 6 m x 9 m x 0,5 m x 2 m.

The attendees mentioned other measures anticipated by the Low-Carbon Transport and Mobility Plan, especially the part referring to the elimination of the bottleneck between the breakwater and road D 404. The representative of company Rijeka Promet explained in detail several options to regulate the traffic and thus eliminate the bottleneck. The Rijeka Tourist Board reported on the expansion of the tourist offer thanks to the increased number of announced cruise ships.

The next workshop, announced for mid-December, will continue with the detailed elaboration of other measures under the Low-Carbon Transport and Mobility Plan.

7. Conclusions

The attendees expressed their thanks to the organizers for their preparation of the workshop. At the end of the workshop, the attendees were familiarised with the measures as well as the difficulties in their implementation. The workshop helped to assess the current level of understanding of all measures to be implemented.

Furthermore, many of the workshop attendees agreed on the following: that problems which might jeopardise the implementation of certain measures must be discussed on time, that the public must be further familiarised with the importance of implementing the measures and that the stakeholders must be informed on the progress of implementation.

8. Photos of the workshop

Interreg Mediterranean
LOCATIONS
Low Carbon Transport for Cruise Destination Cities
LOCATIONS
REGIONALNA ENERGETSKA AGENCIJA KVARNER
CILJEVI
Jačanje institucionalnih i operativnih kapaciteta relevantnih za promet roba i putnika povezanih s kruzerskim turizmom (lučke uprave te jedinice lokalne i regionalne samouprave)
Promoviranje nisko-ugljičnog i multimodalnog transporta na području mediteranskih gradova koji su prepoznati kao kruzerske destinacija
URBAN TRANSPORTS
LOCATIONS
Promoting green mobility in cruise destinations

LOCATIONS
How do you boost cruise tourism and reap economic ben
for a territory, while preserving its natural assets and attract
Promoti
green mob
in cruise
destinations

LOCATIONS
How do you boost cruise tourism and reap economic benefits for a territory, while preserving its natural assets and attractiveness
Promoting green mobili in cruise destinations
a. Produbljenje obale uz unutarnju st čime bi se omogućio prihvat brodo gaza
b. Postavljanje distancera kako bi se obale što bi rezultiralo mogućnost do 8 metara gaza
Postavljanje distancera s mogu kruzera do 9 metara

9. List of attendees (signed) in attachment

Lučka uprava Rijeka
Rijeka 23.11.2018

Radionica (I.) vezana na predstavljanje Plana za nisko-ugljični transport i mobilnost (LCTP) sa specifičnim mjerama usmjerenim prema putničkom i teretnom prometu povezanom s dolascima kruzera.

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Annex X - Report of Capitalisation Workshop 2 of Rijeka

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

Name of Institution

Work package 5

Activity A5.2

Date 14/12/2018

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7. Conclusions 4
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9. List of attendees (signed) in attachment 7

1. Summary

Organized workshop and its topics entered the core issues of the ongoing project Locations and the main focus on the specific area/Measure No.3. *Elimination of the bottleneck between the breakwater and road D 404* of the LCTP Plan.

The first part of the meeting concerned discussion regarding the speed road D 404 from the container terminal Brajdica and traffic jams that often occur on the connecting road.

The second part presented the project results in general

2. Objectives of the workshop

There are two versions of implementation of this measure:

a. A road that involves a reconstruction of the existing (rotating) bridge and a construction of a bridge next to the existing one in order to allow two-way traffic. The road is anticipated to pass over the existing halls on Delta to the intersection on D404.

b. A road that involves a reconstruction of the existing bridge with alternating traffic. The road is envisaged to further pass Grobnička riva to the existing intersection on D404.

3. Local and Date of the workshop

The workshop was held at the premises of the Port of Rijeka Authority, on the 14 December, 2018.

4. Description of the methodology applied and the contents

The workshop is designed so that all workshop attendees actively participate in the presentations, i.e., it is interactive, in this way the animation, information, involvement and engagement of all attendees to familiarizes with the LCTP has been achieved, identified additional requirements and

problems in implementing the Plan as well as the measure No.3 *Elimination of the bottleneck between the breakwater and road D 404*

5. Type of attendees

Most of the stakeholders were members of public utility companies that are somehow connected with the specific area of the workshop.

- Primorje-Gorski Kotar County
- The Tourist Board
- The company engaged in traffic organization of the city of Rijeka
- Regional Development Agency
- Hrvatske ceste Ltd /Rijeka

6. Report of results

The excursion busses have a direct connection to the high speed road D 404 from the container terminal Brajdica but there is a problem when departing from the breakwater because of the one way narrow street (connecting road) that connects the breakwater with the road D 404. Traffic jams often occur on the connecting road. Other problem is at the return of the busses, because they have to pass through the city center to reach the breakwater. Currently the median number of busses per cruise ship is ten (10) and the average bus travel time from the breakwater to the road D 404 and vice versa is 15 minutes.

7. Conclusions

The attendees express their thanks to the organizers for their preparation of the workshop.
At the end of the workshop, the attendees where better familiarised with the Measure No 3. as well as all the difficulties in its implementation and also, got higher level of understanding of the LCTP Plan.

8. Photos of the workshop

9. List of attendees (signed) in attachment

Interreg Mediterranean LOCATIONS

Lučka uprava Rijeka
Rijeka 14.12.2018

Radionica (II.) vezana na Mjeru 3. Plana LCTP pod nazivom: Uklanjanje uskog grla između pristaništa za kruzere na lukobranu u blizini pomorsko putničkog terminala i brze ceste D 404.

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Interreg Mediterranean LOCATIONS

Annex XI - Report of Capitalisation Workshops 1 & 2 of Lisbon

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1 & 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

Municipality of Lisbon

Work package 5

Activity A5.2

21/01/2019

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1. Summary

The Low Carbon Transport Plan (LCTP) of Lisbon aims to reduce the carbon impact on the mobility of cruise tourists in the city of Lisbon and, simultaneously, to protect and increase the quality of life of their inhabitants. These objectives are embedded in the vision envisaged by the LTCP which states that "Lisbon should become a destination of excellence where the available options of mobility have a reduced impact on the environment and on the city residents' quality of life, contributing to potentiate opportunities and balance the coexistence between residents and tourists."

To achieve the vision envisaged by the LTCP, it is intended to fulfil the following purposes:

- Promote low-carbon mobility solutions for cruises' tourists
- Promote cruise tourism and maximize its economic benefits
- Preserve the environment, the daily life, as well as the places' identity;
- Mitigate the environmental impacts caused by mass tourism;
- Contribute to improve the inhabitants' quality of life.

In order to accomplish these projects' objectives, the challenges and strategies were defined. 10 main actions were identified at first in order to implement each strategy. Lastly, those have been summarized in 5 and are, in this implementation phase, synthesized as follows:

1. Promoting pedestrian mobility, through the creation of an accessible route network.
2. Promoting cycling mobility, through the creation of cycle routes network and making bicycles available.
3. Creating a technological application where sustainable modes and cultural equipments may be integrated, which can promote the town's discovery by the own means and contribute for the tourism flows regulation.
4. Regulating tourist vehicles' fleet, routes and parking both through legislation and an intelligent system.
5. Diversification of the tourist attractions zones.

In order to discuss the actions noted above, it was developed a participatory methodology conducted with key stakeholders with different roles, such as regulators and operators in the cruise tourism industry. In this consulting process it was required to the stakeholders to provide their point of view as well as to propose some solutions to achieve the projects' objectives and identifying new measures to be explored and adapted with more emphasis in the actions 1, 2 and 5. In the following it will be described the workshop methodology and objectives as well as the main achieved conclusions.

2. Objectives of the workshop

The workshop aimed to collect contributes of several experts of different technical areas, with responsibility from land planning and management to other areas of expertise that can contribute to the design of appropriate solutions and their implementation.
The workshop will consist of a broad debate, which will focus in an exchange of ideas about three themes in two different days:

Day 1 – December 4th, 2018
Theme 1 – Promotion of mobility pedestrian, creating an accessible route network
Theme 2 – Promotion of cycling mobility, creating a cycle network and making bicycles available
Day 2 – December 6th, 2018
Theme 3 – Diversification of touristic attraction zones

The themes were segregated in different geographical zones in order to discuss more detailed solutions and prevent the ideas' dissipation caused by territorial dispersion.

The realized workshops were essential to obtain contributes to achieve the following objectives:

1. Defining a continuous pedestrian circuit in the historic centre;
2. Defining a continuous pedestrian circuit in Belém;
3. Defining a continuous cycle path from historic centre to Belém;
4. Identifying sharing solutions (bicycles or other active transport modes) that may be implemented in the analysed areas;
5. Approaching the integration of LOCATIONS circuits in accessible routes that may also be useful to the local population;
6. Identifying ways to enhance new attraction areas for the tourists;
7. Approaching strategies to attract tourists for the new pedestrian and cycle paths.
8. Identifying Lisbon Municipality's programs and plans as well as funding sources that may be applied in the implementation of the pedestrian network and cycle routes.

3. Local and Date of the workshop

The workshops were realized in Lisbon, in CIUL's library (Lisbon Urban Information Centre).

The workshops took place in two days in the following times:

Day 1 – December 4th, 2018
From 2:15 p.m. to 6:30 p.m.

Day 2 – December 6th, 2018
From 2:15 p.m. to 6:00 p.m.

4. Description of the methodology applied and the contents

The workshops were conducted through a Focus Group methodology, with the participation of several experts in diverse areas, in order to obtain tangible contributes that can be incorporated in the LOCATIONS project.

The workshops' organization included the following steps:

1. **Project's presentation**

   Brief presentation of the LOCATIONS project's objectives, strategies, actions and goals.

2. **Presentation of the workshop's objectives and methodology**

   Description of the workshop's methodology, identification of the objectives and expected results that may be implemented in the project.

3. **Round tables' organization**

   Disposal of thematic round tables, with participants assigned according to the themes' specification. The activities to be developed in each theme were the following:

Day 1 – 4th December 2018

Round Table 1 – Pedestrian routes in the historic centre and in Belém

1. **Defining a continuous pedestrian circuit (starting and finishing in the Terminal Cruises) in the historical centre (with alternative routes) drawn in a network scheme:**

   Considering:
   - Streets and squares redeveloped or with expected redevelopment;
   - Existing or planned elevators and escalators
   - Main transport interfaces (train/ships/subway/bus)
   - Main tourist attraction zones and other locals to be promoted (in order to instigate tourists' dispersion in the city);
   - Complementing local population accessibility with new tourist's routes.

2. **Defining a continuous pedestrian circuit (starting and finishing in the railway station) in Belém (with alternative routes) drawn in a network scheme:**

   Considering:
   - Streets and squares redeveloped or with predicted redevelopment;
   - Existing or planned elevators and escalators
   - Main transport interfaces (train/ships/subway/bus)
   - Main tourist attraction zones and identification of other locals to be promoted (in order to instigate tourists' dispersion in the city);
   - Complementing local population accessibility with the new tourist's routes

3. **Identification of places where it would be useful to implement mechanical supporting means like elevators and escalators.**

Considering main attraction zones, demographic density and public transport network's localization.

4. **Analysis of possible strategies to be adopted to attract tourist to new accessible pedestrian routes**

   Considering difficulties and entropies like tourists' age, low available time and cruise companies' interest in selling their own tourist circuits and transport solutions.

5. **Identification of possible Lisbon municipality's plans and programs and funding sources that could be used to implement solutions**

   Considering:
   - Executed or planned projects that can be integrated in LOCATIONS' proposed solutions;
   - Planned funding sources that may be applied in the LOCATIONS project.
   - Other possible funding sources

Round Table 2 – Cycle network in the Historic Centre

1. **Defining a continuous cycle route (starting and finishing in the Terminal Cruises) that could serve the historic centre's visitors:**

   Considering:
   - Streets and squares redeveloped or with expected redevelopment;
   - Existing or planned elevators and escalators
   - Main transport interfaces (train/ships/subway/bus)
   - Main tourist attraction zones and other locals to be promoted (in order to instigate tourists' dispersion in the city);
   - Complementing local population accessibility with new tourist's routes
   - The possibility of closing/limiting the traffic in some zones and streets.

2. **Definition of a new bicycle sharing system dedicated to cruise tourists and analysis of their location and working system. Discussion about implementing this system in the existing bicycle sharing system or creating a new one.**

   Considering:
   - Highest tourist concentration areas;
   - Most visited places;
   - New tourism attractions to enhance;

3. **Identification of funding sources / partnerships / individual initiatives that may be applied to implement a bicycle sharing systems dedicated to cruise's tourists.**

Round Table 3 – Cycle network between Belém and the Historic Centre

1. **Defining a continuous cycle route from Lisbon Terminal Cruises to Belém**

   Considering:
   - Streets and squares redeveloped or with expected redevelopment;
   - Main transport interfaces (train/ships/subway/bus);

- Main tourist attraction zones and other locals to be promoted (in order to instigate tourists' dispersion in the city);
- Complementing local population accessibility with new tourist's routes;

2. **Defining equipment and public spaces to be redeveloped in the circuit**

   Considering the intention of developing a continuous corridor with sightseeing and cultural relevance between historic centre and Belém.

3. **Definition of a new bicycle sharing system dedicated to cruise tourists and analysis of their location and working system. Discussion about implementing this system in the existing bicycle sharing system or creating a new one.**

   Considering:
   - Highest tourist concentration areas;
   - Most visited places;
   - New tourism attractions to enhance;

4. **Identification of funding sources / partnerships / individual initiatives that may be applied to implement a bicycle sharing systems dedicated to cruise's tourists.**

Day 2 – 6th December 2018

Round Table 1 – Historic Centre/Belém

1. **Identification of several ways to enhance the continuous corridor between Historic Centre and Belém**

Considering
- Attraction points (current and to enhance) as equipment's or public spaces
- Public spaces to be redeveloped
- Pedestrians and cycle paths to be improved

2. **Analysis of possible strategies to be adopted to attract tourists to new points of interest:**
   - Design strategies to divert tourist to new areas of interest as to spread opportunities to other parts of the city and distress the most common places.

3. **Identification of places where it would be useful to implement mechanical supporting means like elevators and escalators, as well as overpasses (above the train line) to support tourists and local population.**

   Considering:
   - Main attraction zones
   - Demographic density
   - Public transport networks

4. **Identification of Lisbon municipality's plans and programs and other funding sources that could be used to implement solutions**

   Considering:

- Executed or planned projects that can be integrated in LOCATIONS' proposed solutions;
- Planned funding sources that may be applied in the LOCATIONS project.
- Other possible funding sources

Round Table 2 – Other attraction poles/routes

1. **Identification of new tourist destinations besides Historic Centre, Belém and Parque das Nações.**
   - The aim is to reduce the impact of tourist recreation vehicles and tourism buses in the Historic Centre, replacing them for active modes;
   - Definition of new circuits that may be enhanced and explored by tourism operators;

2. **Identification of new synergies to be created with other zones outside Lisbon's boundaries, as to promote alternatives to the most common tourist attractions and reduce tourism impacts in the origin (Lisbon) and in the destiny.**

   Considering areas like Sintra, Cascais, Palmela, Almada, Fátima, Óbidos, among others.

3. **Analysis of the potential of spreading new circuits dedicated to families (Oceanário/Pavilhão do Conhecimento/Cable Car/Feira Popular/Planetarium).**
   - Considering main tourist attraction zones and identification of other locals to be promoted (in order to instigate tourists' dispersion in the city);
   - Identification of public spaces to be redeveloped.

4. **Analysis of how to involve tourism transport companies in the diversification of attraction zones.**
   - Defining strategies to incorporate transport companies and tourist circuit companies in new routes with less impact in the historic centre.
   - Evaluating the possibility of being enhanced new tourism activities by transport companies, like electric bicycling;
   - Complementing services offered by tourism buses with pedestrian and cycle routes.

5. **Identification of tourist buses operation's main constraints and which solutions may be implemented**

   Analysis of the feasibility of creating a short- and medium-term parking system, through a smart reservation system, as to adjust buses access to the available space, dispersing them over time.

Round Table 3 – Corridor Belém/Ajuda

1. **Identification of the possibility of promoting Ajuda area.**

Considering
   - Attraction points (current and to enhance) as equipment's or public spaces
   - Public spaces to be redeveloped
   - Pedestrians and cycle paths to be improved

2. **Analysis of possible strategies to be adopted to attract tourists to new points of interest**
   - Design strategies to divert tourist to new areas of interest as to spread opportunities to other parts of the city and distress the most common places.

3. **Identification of places where it would be useful to implement mechanical supporting means like elevators and escalators, as well as overpasses (above the train line) to support tourists and local population.**

   Considering:
   - Main attraction zones
   - Demographic density
   - Public transport networks

4. **Analysis of how to involve tourism transport companies in the diversification of tourism attraction zones.**

   - Defining strategies to incorporate transport companies and tourist circuit companies in new routes with less impact in the historic centre.
   - Evaluating the possibility of being enhanced new tourism activities by transport companies, like electric bicycling;
   - Complementing services offered by tourism buses with pedestrian and cycle routes.

5. **Identification of tourist buses operation's main constraints and which solutions may be implemented**

   Analysis of the feasibility of creating a short- and medium-term parking system, through a smart reservation system, as to adjust buses access to the available space, dispersing them over time.

6. **Identification of possible Lisbon municipality's plans and programs and funding sources that could be used to implement solutions**

   Considering:
   - Executed or planned projects that can be integrated in LOCATIONS' proposed solutions;
   - Planned funding sources that may be applied in the LOCATIONS project.
   - Other possible funding sources

5. Type of attendees

The workshops' attendees work in several entities from the public and private sector, covering different expertise related to the impact of cruises' tourism in urban mobility and planning.

The represented entities were the following:

Entities	Participation day
Lisbon Municipality	
Deputy mayor's for mobility	4th and 6th December
Deputy mayor's for urbanism	6th December
Mobility municipal direction	4th and 6th December
Urbanism municipal direction	4th and 6th December
Mobility planning and studies division	4th and 6th December
Public Space Department	4th and 6th December
Pedestrian accessibility planning team	4th December
Others Municipalities	
Monte da Lua / Sintra	6th December
Municipal companies	
Lisboa E-Nova	4th and 6th December
EMEL	4th December
Urban management entities	
Northern territorial Intervention Unit	6th December
Western territorial Intervention Unit	4th December
Mobility companies	
Urbactiv	4thDecember
Tourism Companies	
James Rawes Turismo	6th December
Lisbon Cycle Tours (Ricardo Ferreira)	4th December
Ibercruises	6th December
Information Technologies	
Storyo APP	6th December
Institute for Tomorrow	6th December

6. Report of results

In the following tables are described the discussed topics and the main suggestions.

Day 1 – 4th December 2018

Round Table 1 – Pedestrian routes in the historic centre and in Belém	
Questions	**Suggestions**
Defining a continuous pedestrian circuit in the historical centre	1. Definition of 5 different circuits which are drawn in the attached images. 2. The proposed circuits are integrated with the current elevators and escalators and with some projects and plans that are being implemented like: – Assisted pedestrian accessibility plan; – Accessibility plan to the castle
Defining a continuous pedestrian circuit in Belém	
Places where it would be useful to implement mechanical supporting means like elevators and escalators.	1. It was suggested to take advantage of the proposals defined in the Accessibility plan to the castle. 2. It was suggested that an elevator could be created connecting Av. Liberdade/Parque Mayer to Príncipe Real/Jardim Botânico. This would improve the connection between the hill and the blue subway line.
Strategies to be adopted to attract tourist to the new accessible pedestrian routes	1. Considering new entrances will be opened in the castle and mechanical escalators are being built, it was suggested to simplify residents ticketing, in order to enhance castle's neighbourhood and permit them to pass through. 2. Implementation of segmented routes, defining type of tourists. 3. Increase the viewpoints' visibility taking advantage of their importance to see the city, especially in this type of tourism so limited in time. 4. The routes should be integrated with public transports, especially the classic tram network. 5. Use digital platforms (Apps) to share pedestrian circuits with cruise tourists according with their main interests. 6. Improve urban signposting.
Plans and programs and funding sources that could be used to implement solutions	1. Tourism funds 2. Operational Program "MAR 2020" 3. Public spaces projects

Round Table 2 – Cycle network in the Historic Centre	
Questions	**Suggestions**
cycle route that could serve the historic centre's visitors	1. It was described the usual circuits and it was identified some constraints. 2. It was proposed an optimal 3 hours circuit which is attached. 3. It was discussed the potential of the bicycle tourism to attract mass tourism from the cruises. According with the touristic guides' perception, the usual cruise's tourists' interests are not

	entirely suitable for this activity, but there is a considerable number of tourists that can be attracted. 4. It was also identified the usual characteristic of most of cruise's tourists: – Mobility Impaired; – Lower-middle class; – Not used to trip in their own means and to plan their routes; – Are used to be too protected by the tourism companies; – Afraid of being late and lose ship's departure. 5. The usual group of cruise's tourist cyclers is 20 persons. 6. There is few interests by the cruise's tourism companies to divulgate independent cycle's tourist guides. The companies rather sell their own circuit as to increase their profit. Normally, the same circuit bought on the ship costs between 50-60€ per person while when bought in the local, it costs between 20 and 30 euros per person.
bicycle sharing system dedicated to cruise tourists	1. GIRA's system is not dimensioned to the tourism systems. 2. The LCT has a Gira's dock, but its users are not related with vessels' tourists. 3. It should be created other systems, besides GIRA, promoted by private initiative.
Initiatives to be applied to implement a bicycle sharing system dedicated to tourists	1. Provide conditions in different city points (ex: LCT / Belém) to create bicycles' hubs, as so tourist may go with bicycle in one way and return using other transport mode or on foot or vice-versa. This way, an excursion BUS, for instance, would go to Belém with a group and return with another, reducing the impact. 2. Increase tourist's information and divulgation about routes.

Round Table 3 – Cycle network in Belém	
Questions	**Suggestions**
cycle route from Lisbon Terminal Cruises to Belém	1. Identification of different circuits which may be seen in the image below. 2. Implementing two parallels circuits in both Cascais railway line sides, as to the tourists may use them to and from the LCT. 3. Create a circuit near the river and some paths connecting to main interests on the other side of the railway line. 4. Reference to the necessity of increasing railway line's permeability. 5. Take advantage of the Western Area Mobility Plan in course. 6. Improve signposting
Defining equipment and public spaces to be redeveloped in the circuit	1. Identification of different places that can be renewed along the bicycle lane. – Vela Latina (predicted) – Fluvial station – Docas – Alcântara-Mar Square – Rocha Conde d'Óbidos – Cais do gás 2. The cycle lane between Docas and Fluvial station has to be improved
bicycle sharing system dedicated to cruise tourists	1. It should be given conditions to be implanted other systems, managed by private initiative to avoid the utilization of GIRA system.
Initiatives to be applied to implement a bicycle sharing system dedicated to tourists	1. It should be identified spaces along Cruises' Terminal with suitable conditions to install one or more bicycle renting companies.

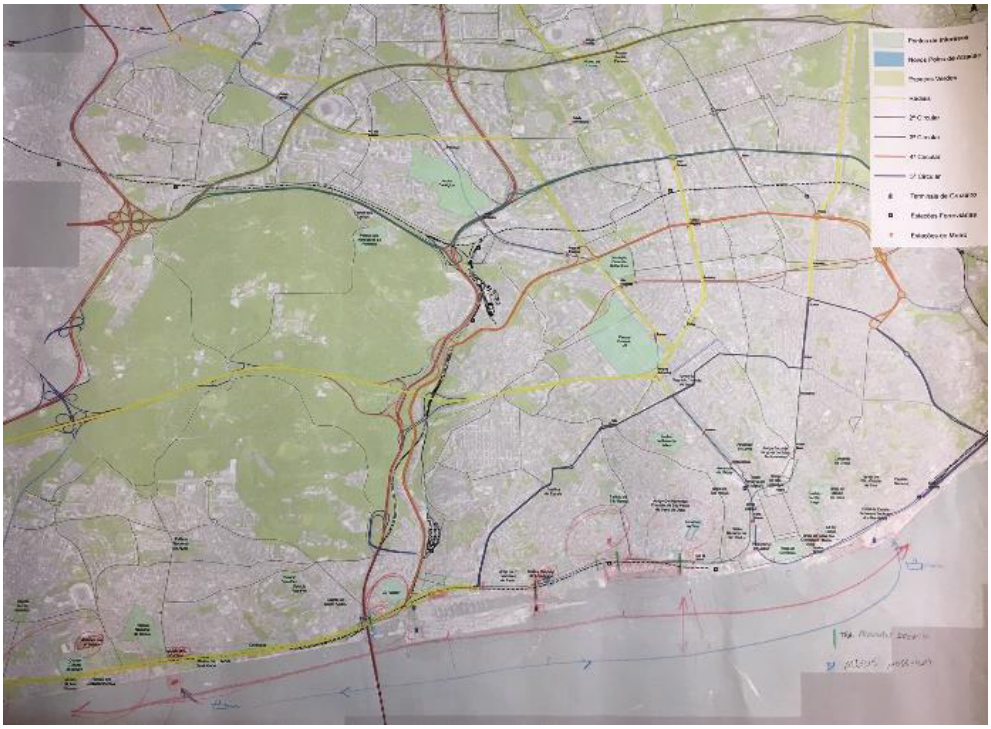
Day 2 – 6th December 2018

Round Table 1 – Tourist areas in historic centre	
Questions	**Suggestions**

Identification of ways to enhance the corridor between Historic Centre and Belém	1. Integration between the transport modes:
	– Pedestrian
	  – Increase pedestrian crossings from the riverfront to the urban mesh and equipments.
	  – Create obvious pedestrian connections to public transport
	  – Improve pedestrian network to access hills and castle
	– Cycle mode
	  – Take advantage of riverside corridor from Parque das Nações to Belém
	– Public Transport Mode
	  – Light rail nº 15 (Santa Apolónia – Belém)
	  – Buses
	  – New subway station in LCT / Alfama.
	  – Fluvial ships – Transtejo and Softlusa
	  – Train (Santa Apolónia, Rossio, Cais do Sodré)
	– Transport sharing systems
	  – Electric vehicles: motos, bikes, scooter, tricycles.
	– Tourist Buses and occasional Buses
	  – There is a need to divert the traffic from Ribeira das Naus to circular roads, especially those destined to Cascais/Sintra and Belém.
	2. Enhancing new neighbourhood and equipments in the riverfront.
	– Tapada das Necessidades / Museu do Oriente / Improve "Doca do Espanhol" area/ Village Underground / Lx Factory/ Pilar da Ponte
	– Madragoa / Bernardas' convent / Marionet Museum
	– Portuguese School of Agronomy (ISA) + agricultural gardens + astronomic observatory + vines
	– Santos docks
	3. Create a network with the following characteristics
	– Longitudinal axis for public transport and bicycles
	– Pedestrian transversal passages above railway line.
	– Vertical mobility/ mechanical means to surpass the hills and high inclinations.

Strategies to be adopted to attract tourists to new attraction points	1. To enhance information about main points of interest and cultural equipment within a 500 meters radius in each light rail stop. 2. Developing an application to evaluate walking route to earn points for an entrance in museums, for instance. This application could make available information about weather, routes' distance, prices and waiting queue.
Places where it would be useful to implement mechanical supporting means like elevators and escalators.	1. Mechanical means to the National Museum of Ancient Art. 2. It could be promoted the creation of longitudinal fluvial connections between the historic centre and Belém.

Plans and programs and funding sources that could be used to implement solutions	1. Pedestrian crossing from EDP's headquarters to riverside financed by EDP 2. Tourism fund / touristic taxes



Round Table 2 – Other attraction poles/routes	
Questions	**Suggestions**
Identification of new tourist destinations as well as improvements in the historic centre	1. Implementation of a mechanical walkway: – From LCT to Praça do Comércio; – Santa Apolónia, Terreiro do Paço, Cais do Sodré 2. Three-wheeled vehicles may make sense to implement, as long as exists smooth sideways 3. Create connections to and from the light rail number 15 from Cais do Sodré to Santa Apolónia 4. Create fluvial connections from riverside front to Cais da Cerca and Cristo-Rei in the south side. 5. New destinations: – Lisbon north ring (Monsanto, Carnide, Lumiar, Feira Popular, Marquês da Fronteira Palace and viewpoints) – Amoreiras, however the parking space to touristic buses has to be improved. – Museu do Azulejo in Xabregas. 6. There is an increasing number of ships staying berthed during the night, so it may be promoted a night tourism (alternative of going to Fado).
new synergies to be created with areas outside Lisbon's boundaries	1. In Sintra are sold tickets within time slots with one-hour duration. It can be implemented an equivalent system in Lisbon integrated with the other municipalities.

Potential of spreading new circuits dedicated to families	1. Families usually come during school vacations. 2. It is difficult to implement new circuits totally dedicated to families instead of more wide circuits; 3. It may be created an APP where the users may define what they want to visit, and which is the best transport solution.
Analysis of how tourism transport companies may be involved in the diversification of tourism attraction zones	1. Currently, the most used tourism transport is a shuttle that connects the LCT to Restauradores Square. 2. Tourism companies already try to diversify their circuits, as well as their schedule. 3. There is an openness by tourism companies 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. 4. There is an openness to use time slots to park the vehicles.
tourist buses operation's main constraints and which solutions may be implemented	1. When there is some constraints in the city centre, there is no communication to the tourism companies. It may be developed a platform in real time with traffic constraints information as to facilitate buses' management. 2. Getting out of the cruises' terminal is very complicated being obliged to make several random routes. 3. In the city centre, due to the lack of places to stop, the tourism buses after dropping off the passengers, opt to make circular circuits instead of stopping elsewhere. 4. Traffic lights in Almirante Reis Avenue are not synced which promote several stops and go in the buses.
Other discussed issues	1. Seasonality effects are reducing. It is predicted to happen only between January and March. 2. Age average changes according with the season. In November and December, the average age is higher. 3. Only 30% of the passengers buy excursion tickets on board. His number tends to reduce due to the existing information. Tickets sold on board cost three times more than on land. 4. On average, the cruises are responsible for 50 buses per day, 30 of them going only to Lisbon. 5. Tourism tax to the arrived passengers is regulated but it is not applied. It could be used to increase mobility aspects to provide better conditions to the cruise tourists. 6. The operators would like to have a platform accessible to all operators as to improve parking and flow management.

Round Table 3 – Attraction poles in Belém/Ajuda corridor	
Questions	**Suggestions**
Possibility of enhancing new tourist sites in Belém/Ajuda area	1. Promote the implementation of Public Space Project for Belém zone, especially the pedestrian network which may be seen in the image below 2. Tourism operators try to sell other tourist points than historic centre and Belém but there is small demand for them. 3. Tourism operators would like to make excursion by boat from Terreiro do Paço (Parque da Marinha) to Belém. 4. It was referred the possibility to open the museums until later as to attract the cruises' tourists that spend the night in Lisbon.
Strategies to be adopted to attract tourists to new attraction points	1. Increase Museum's opening time as to diversify schedules. 2. Enhance information panels in tourist areas. 3. Create two different tourist channels: – Individual channel – Group channel
Places where it would be useful to implement mechanical supporting means like elevators and escalators.	1. Improve accessibility between both sides of the railway line. 2. Creation on mechanical walkway from parking areas until touristic points as to improve the accessibility of tourists with limited mobility.
Analysis of how tourism transport companies may be involved in the diversification of tourism attraction zones	1. Tourism companies would like to be implemented a scheme of paid parking time slots as to improve buses management. 2. As to take advantage of the light rail line, tourism companies would like to have the possibility of renting light rail vehicles to transport tourists from the LCT to Belém. However, renting capacity is very low due to the lack of available vehicles.

tourist buses operation's main constraints and which solutions may be implemented	1. In public space project is proposed the diversification of parking area for the buses as decentralised all the buses in the same area. 2. However, it was referred that if the parking slots are far from the tourist points, tourists with limited mobility wouldn't leave the bus. 3. Due to the concentration of buses in the same schedules, a lot of tourist buses can't park so they have to drive in circles between dropping in and dropping off the passengers.
Plans and programs and funding sources that could be used to implement solutions	

7. Conclusions

In this chapter it will be identified workshops' main conclusions as well as some characteristics about this kind of tourism. First of all, it will be analysed some aspects of current cruise's tourism and the willingness of tourists to change their habits to more sustainable habits of travelling during their stops. After this analysis it will be made a brief summary about the suggested proposals.

Current Situation diagnosis

- Tourist profile:
  - Mobility Impaired;
  - Lower-middle class;
  - Not used to trip in their own means and to plan their routes;
  - Are used to be too protected by the tourism companies;
  - Afraid of being late and lose ship's departure.
- Only 30% of the passengers buy excursion tickets on board. This number tends to reduce due to the existing information. Tickets sold on board cost three times more than on land.
- On average, the cruises are responsible for 50 buses per day, 30 of them going only to Lisbon City Center.
- Currently, one of the most used tourism transports is a shuttle that connects LCT to Restauradores Square. Due to lack of parking spaces in this zone, the buses circulate in circles between passengers' ingress and egress.
- In Belém, frequently, due to the concentration of tourism vehicles in the same schedules, a lot of tourism buses can't park and opt to drive in circles.
- Tourism companies already try to diversify their circuits, as well as their schedule. In fact, they are not so interest in offering bus circuits to the city centre, due to traffic and, consequently, loss of time. They have to offer it as long as this is still a possibility and tourists most expressive demand.

New attraction poles

- Tourism operators would like to make excursions by boat from Terreiro do Paço (Parque da Marinha) to Belém.
- Lisbon north ring (Carnide and Lumiar historic centre, Feira Popular and Marquês da Fronteira Palace)
- Parque Eduardo VII / Amoreiras shopping and its viewpoint, as long as buses' parking spaces increase.
- Museu do Azulejo in Xabregas.
- Village Underground / Lx Factory / Museu do Oriente / Pilar 7 / "Doca do Espanhol" area.
- Portuguese School of Agronomy (ISA) + agricultural gardens + astronomic observatory + vines
- Tapada das Necessidades

- Santos docks / Madragoa neighbourhood / Bernardas' convent / Marionette Museum

Pedestrian routes

- Historic Centre - Proposal of 5 new circuits drawn in image.

Cycle routes

- Historic Centre - Proposal of a 3 hours circuit starting in LCT, crossing the historic centre district and Baixa/chiado district
- Belém - Proposal of two parallel circuits from LCT to Belém along the riverfront in both railway line sides and a wider circuit between city centre and Belém.

Integration with transport modes

- GIRA's system is not dimensioned to the tourism systems. It should be created other systems, besides GIRA, promoted by private initiative dedicated to the cruise's tourists;
- To create a few bicycles' hubs (ex: one near the Terminal and another one near Belém Train Station) as so tourist may go with bicycle in one way and return using other transport mode or on foot.
- Create connections with light train nº 15 and implement a subway station in Alfama/LCT, as planned

Integration with other municipal plans and programs

- Assisted pedestrian accessibility plan;
- Lisbon cycling program (explore synergies with Velo City 2021 conference)
- One Square in Each Neighbourhood Program and different interventions in the public space
- Accessibility plan to the castle;
- Western Area Mobility Plan.

Funding sources

- 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.

Other proposals

- Improve urban signing and information panels
- Increase Museum's opening time as to diversify schedules;

- Implement specific access time slots in the main attraction points.

Information Technology

It was proposed the creation of a platform dedicated to tourism companies focused on traffic and parking management and a digital application dedicated to tourists in order to help them moving in the city and captivated them to visit the city using active modes and public transport. It was proposed the following modules in each platform:

Tourism companies:

- City traffic constraints, in real time and forecasted;
- Parking spaces information and parking slots management.

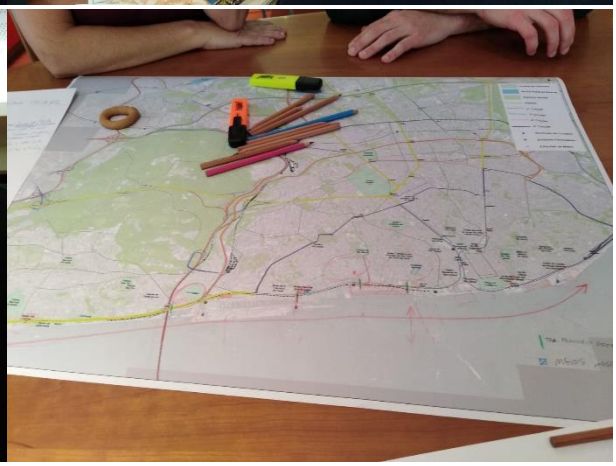
Tourists:

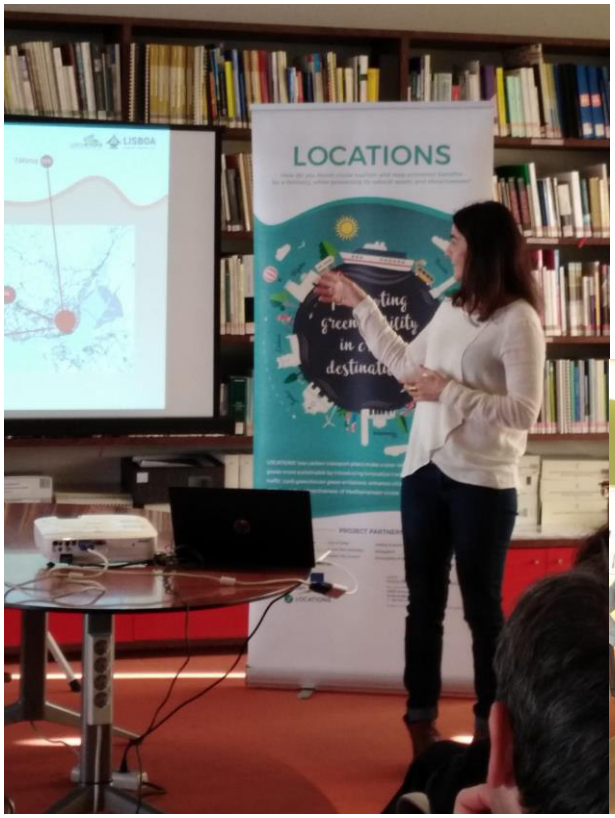
- Proposal of tourist attractions according with users' profile and their availability;
- Indication of the best transport solution to get to the tourist attractions;
- Evaluation of realized walking or cycling routes which could be used to earn points for entrances in museums or other tourist attractions. This application could make available information about weather, routes' distance, prices and waiting queues.

8. Photos of the workshop

LOCATIONS

LOCATIONS
Programa
LOCATIONS




LOCATIONS

9. List of attendees

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

Low Carbon Transport for Cruise Destination Cities

1st Capitalisation Workshop - Lisbon

4th December 2018

Meeting venue: CIUL – Centro de Informação Urbana de Lisboa – Picoas Plaza – Rua do Viriato, 13, Núcleo 6-E 1º

Attendance list

Nº	Name	Organization	Signature
1	RAFAEL GOMES DE MATOS	CML/UCI/UITOC	
2	João Campolo	CML/GUMG	
3	FREDERICO HENRIQUES	EMEL	
4	Gonçalo Paiz	CML/DMM/DEPM	
5	Ricardo Ferreira	~~EMEL~~	
6	Rosário Salema	CML/DMU/DGPEP	
7	MARGARIDA SILVA	CML/DMU/DGPEP	
8	ANTONIO PESSOA	CML/DMU/DEP	
9	ZULMIRA MATOS	CML/DMM/DEPM	
10	Matilde Fernandes	CML/DMM/DEPM	
11	TIAGO MATEUS DA CRUZ	CML/GVJPS/EMEL2020	

12	Miguel Barroso	Urbactiv	
13	Bernardo Campos Pereira	URBACTIVism	
14	Tiago Quinta Alves	CML / DMU / DED / DPAP	
15	Maria Serrano	CML/DMU/DED/DPAP	
16	Rita Costa Branco	CML/DMM	
16	José Pinheiro	CML/DMM	
17	Vera Gregório	Lisboa e-Nova	
18	Rui Mendes	Lisboa e-Nova	
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Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

Low Carbon Transport for Cruise Destination Cities

2nd Capitalisation Workshop - Lisbon

6th December 2018

Meeting venue: CIUL – Centro de Informação Urbana de Lisboa – Picoas Plaza – Rua do Viriato, 13, Núcleo 6-E 1º

Attendance list

Nº	Name	Organization	Signature
1	Sandra Somzen	CML.	
2	Ana Vasconcelos	CML	
3	Maria Nunes dos Santos	Janeiras	
4	João Reis	João Reis	
5	Diogo d'Orey	CML	
6	Filipe Fernandes	CML	
7	Vera Gregório	Lisboa Enova	
8	Rita Castel-Branco	CML / DMM	
9	António Pessoa	CML / DEP	
10	Ana Lana Pereira	Iberculses	

Nº	Name	Organization	Signature
11	Maria Leite	Ibercruises	
12	Pedro Macabro	CML	
13	Filipe Vasconcelos	IFT Institute	
14	João Baptista	IFTomorrow	
15	Francisco Santos	IFTomorrow	
16	Rosário Sousa	CML/DMU/DEP	
17	Margarida Silva	CML/DMU/DEP	
18	José Maria Lisa de Carvalho	IST/Consultation Practice	
19	José Ru Pralom	CML/DMA	
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Annex XII - Report of Capitalisation Workshop 1 of Zadar

Project co-financed by the European Regional Development Fund

Report of Capitalisation Workshop 1

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

City of Zadar

Work package 5

Activity A5.2

07/12/2018

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1. Summary 2
2. Objectives of the workshop 3
3. Local and Date of the workshop 3
4. Description of the methodology applied and the contents 3
5. Type of attendees 3
6. Report of results 4
7. Conclusions 4
8. Photos of the workshop 4
9. List of attendees 6

1. Summary

The aim of the event is to get acquainted with the expert public with trends and development plans in the area of cruise tourism, sea port development, and the effects that the development of cruise tourism has on urban mobility of cities. The above topics was discussed by prominent experts from the cruising company, county port authorities and travel agencies, and representatives of the University of Zadar.

2. Objectives of the workshop

The aim of the event is to get acquainted with the expert public with trends and development plans in the area of cruise tourism, sea port development, and the effects that the development of cruise tourism has on urban mobility of cities.

3. Local and Date of the workshop

Rector's palace in Zadar- 7th December 2018.

4. Description of the methodology applied and the contents

The workshop was planned as exposure of some notable speakers with the audience involved in discussion.

5. Type of attendees

Zadar county representatives, Zadar county development agency, Zadar port authority, representative of cruise company, travel agencies, shipping agencies, Zadar tourist Board, Zadar public transport facility representatives, private bodies etc.

6. Report of results

The workshop was accepted very well by the speaker and audience. Audience participated active in discussion. The representative from the Zadar University talked about Influence of cruise tourism on traffic flows in the city of Zadar, Mr. Dragan Šimac from the Carnival Cruise and Mr. Đoni Štambuk from Zadar port authority talked about Development of maritime ports in the context of cruise tourism, and this was the most discussed part of the workshop. Mr Marijan Cukrov from the Intermodal transport cluster presented the possibility of EU funding projects in resolving the transportation problems in Cruise destination. Mr. Dario Barbarić from the Dubrovnik port authority talked about the problems that Dubrovnik faces regarding mobility in cruise destination and also presented their project “Respect the city”.

7. Conclusions

In conclusion, we can say that this workshop was very productive. Local authorities, development agencies, representatives of port authorities and cruise companies, travel agencies (which are responsible for the shuttle buses in the port) discussed ideas and opinions for optimising of transport in Zadar connected to arrival of cruise passengers. Zadar LCTP was presented to all participants, and all agreed that the measures it consist are real.

8. Photos of the workshop

NEWBRAIN
Interreg
ADRION
NEWBRAIN
• Project budget: 1.497.457,56 EUR
• Project duration: 12/2017 – 11/2019 (24 months)
- Ancona Port of Ancona Authority, LP;
• Institute for Transport and Logistics Foundation;
• Port of Bari Authority;
• Igoumenitsa Port Authority S.A.;
• Port of Koper;
• Intermodal Transport Cluster;
• Port of Bar Holding company;
• Interporto Padova S.p.A.;
• Port of Venice Authority;
LOCATIONS

LUČKA UPRAVA ZADAR
LOCATIONS
Premicanje zelene mobilnosti u kružnim destinacijama

9. List of attendees

Interreg Mediterranean LOCATIONS

Project co-financed by the European Regional Development Fund

ZADRAnova

Project Locations 2nd workshop

R.br.	Ime i prezime	E-mail	Department	Potpis	Privola za korištenje i dijeljenje podataka*		
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* Sukladno Općoj uredbi o zaštiti podataka, **stavljanjem kvačice** dajete svoju suglasnost za:

[1] Primanje obavijesti o aktivnostima i narednim događajima projekta LOCATIONS putem e-pošte.

[2] Snimanje fotografija i/ili videa za potrebe izvještavanja o događaju na webu (društvene mreže i/ili stranice nositelja projekta i projektnih partnera).

[3] Korištenje i dijeljenje vaših podataka za potrebe slanja izvještaja Agenciji za regionalni razvoj - ARR. Potpisne liste, na temelju projektnih ugovora, služe kao dokaz odrađenih aktivnosti i pomažu nam da dokažemo da se aktivnost sufinancirana od strane navedenih ustanova održala.

U svakome trenutku možete povući svoj pristanak za sve navedene svrhe upotrebe Vaših osobnih podataka, kao i njihovo brisanje ili izmjenu.

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					(1)Kontaktiranje (✓ / ×)	(2)Snimanje (✓ / ×)	(3)Izvještavanje (✓ / ×)
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Annex XII - Report of Capitalisation Workshop 2 of Zadar

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Report of Capitalisation Workshop 2

LOCATIONS – Low Carbon Transport in Cruise Destination Cities
WP5 – Capitalisation
Activity 5.2 Capitalisation workshop in the 7 already involved territories

City of Zadar

Work package 5

Activity A5.2

17/12/2018

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4. Description of the methodology applied and the contents 3
5. Type of attendees 3
6. Report of results 4
7. Conclusions 4
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1. Summary

The aim of this event was to finalise all discussion and assemble all acknowledge got until now from the project activities and find the next steps for realization of the measures set up in LCTP, and finally the most important to reduce the gas emission in the city centre.

2. Objectives of the workshop

The objective of this workshop was to get together all relevant departments of the Zadar Municipality, to discuss what was proposed on the 1st project workshop and to discuss what are the next steps in the achievement of the measures and scenarios proposed in LCTP.

3. Local and Date of the workshop

City of Zadar, City Hall council chamber, 17th December 2018.

4. Description of the methodology applied and the contents

The workshop was planned as discussion and decision-making meeting with all relevant Zadar municipality departments. The participants of the workshop were seated in the council chamber. We started the discussion about LCTP and what are the next steps to achieve the scenarios set out in the LCTP. The representatives from the Finance department were unable to attend the meeting, but we organized the meeting with them separately few days later.

5. Type of attendees

City of Zadar departments: EU funds, Department for spatial planning and construction, Department of Utilities and Environmental Protection, Department for management of city property.

6. Report of results

All present parties agreed that the measures from the LCTP must be realized. In few years the city of Zadar will participate in finance of some of the works and some will be applied as various projects (EU funds, National funds (ministry).

7. Conclusions

In conclusion, we can say that this workshop was very productive. All of the parties started to work intensively to get to the final goal. After all we seen on the first workshop and heard opinions and experiences, the first thing to do is to prevent the entering of the shuttle buses into the old city center. There are plenty of locations to transfer shuttle bus terminals on the entrance of the old city.

8. List of attendees

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Project Locations workshop

Rbr.	Ime i prezime	E-mail	Potpis	Privola za korištenje i dijeljenje podataka*		
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