

Interreg



UNIONE EUROPEA
EVROPSKA UNIJA

ITALIA-SLOVENIJA



CROSSMOBY

0.3.6.2 - Report sui lavori della piattaforma - report n.1

0.3.6.1 - Poročila o interakcijah platform - report n.1

FIRST RELEASE - ENGLISH VERSION

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The responsibility for the content of this publication belongs to the author - PP8 (EGTC Euregio Senza Confini r.l.).

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Table of Contents

Preamble	3
1. Agenda & resuming info	4
2. Minutes of the Meeting (MoM).....	7
3. Report of the meeting	17

Preamble

Within the framework of **WP3.1- ATT6** (*“Piattaforma dei portatori di interesse per il dialogo e la pianificazione transfrontaliera / Platforma interesnih skupin za čezmejni dialog in načrtovanje”*), the CROSSMOBY project is pushing forward for a **structured consultation with stakeholders** of the territory as to achieve a good awareness of the different points of view to be considered when dealing with the planning of cross-border mobility.

In this purposes, the expected ROUND TABLES are representing the core element of ATT6, being interactive meeting supporting, through active consultation of stakeholders in order to address the strategic dimension and supported by the representation and contents delivered through the WEB PLATFORM realized in ATT5.

In this purpose, ATT6 foresees in particular the organization of 3 round tables (RT) with selected stakeholders that should be organized in three different periods of the project and, in particular:

RT Nr.	Expected indicative data	Mode	Where	Addressing
1	03/03/2021	VIRTUAL	Virtual	Technical level
2	06/2021	In person (?)	Slovenia (?)	Decisional level
3	09-10/2021	In person (?)	Italy (?)	Decisional level

Figure 1 – Expected distribution of RT to be realized within WP3.1

The following paragraphs are basically reporting the main outcomes of the **FIRST ROUND TABLE** organized by GECT Euregio Senza Confini r.l. on 03/03/2021 according to what foreseen within the 3.6.1 methodological document already delivered.

1. Agenda & resumming info

CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 1 DATA AVAILABILITY IN THE CROSS-BORDER DIMENSION

3rd March 2021

Language of the meeting with simultaneous translation: ITALIAN/SLOVENIAN
Platfom: ZOOM - <https://zoom.us/j/99672874503> - ID meeting: 996 7287 4503

14:45 - 15:00	<p>Connection of participants</p> <p>Welcome, greetings and presentation of the meeting by EGTC Euregio senza confini r.l. and the Lead Partner</p>
15:00 - 15:10	<ul style="list-style-type: none"> - <i>Massimiliano Angelotti, Friuli-Venezia Giulia Region</i> - <i>Sandra Sodini, EGTC Euregio Senza Confini r.l.</i>
15:10 - 15:20	<p>The key role of stakeholders: main aims of the round table</p> <ul style="list-style-type: none"> - <i>Andrea Ballarin, EGTC Euregio Senza Confini r.l.</i>
15:20 - 17:20	<p>The platform concept: first representations introducing guiding questions:</p> <ul style="list-style-type: none"> - <i>Riccardo Maratini, EGTC Euregio Senza Confini r.l.</i> <p>Focusing on specific themes thus stimulation discussion from different points of view:</p> <ul style="list-style-type: none"> - <i>Simon Koblar, Urban Planning Institute of the Republic of Slovenia</i> - <i>Pierpaolo Pentucci, Cà Foscari University of Venice</i> <p>Round table with invited stakeholders:</p> <ul style="list-style-type: none"> - Luca Mestroni, Friuli - Venezia Giulia Region - Paolo Zaramella, TPL FVG Scarl - Alberto Piamonte, Veneto Region - Paolo Dileo, Central European Initiative - Giulia Gaita, Metropolitan City of Venice - Mauro Menegazzo, Infrastrutture Venete S.p.A. - Dorino Favot, ANCI FVG - Matej Vovk, Ministry of infrastructure, National Traffic Management Center - Tomaž Konrad, EZTS GO - Giuliano Nemarnik, RCC Koper - Miro Kristan, PRC - Mirjana Vanovac, Slovenian Railways, Int. Passenger Traffic - Tadej Lužnik, NOMAGO <p>Closure and launch for next RT</p>
17:20 - 17:30	<ul style="list-style-type: none"> - <i>Massimiliano Angelotti, Friuli-Venezia Giulia Region</i> - <i>EGTC Euregio Senza Confini r.l.</i>

RESUMING CONCEPT FOR ROUND TABLE

The CROSSMOBY project addresses the challenge of improving capacity in sustainable mobility planning and providing cross-border public transport links based on a strong institutional cooperation approach to achieve concrete results for citizens in the Programme area, also in terms of reducing transport emissions. In this purpose, gathering data and providing effective representations is meant to support stakeholder dialogue as well as fostering an enhanced planning process, encompassing different steps from shared data to shared understanding and vision at cross-border level.

 KEYWORDS	INTERACTIVE & INFORMAL SESSION SELECTED (ACTIVE) PARTICIPANTS BRAINSTORMING ON TECHNICALITIES
 OBJECTIVE	ENGAGING STAKEHOLDERS, FOSTERING ADDITIONAL DATA COLLECTION AS WELL AS PRESENTING THE BETA VERSION OF THE WEBGIS PLATFORM BEING DEVELOPED, ITS AIM AND FUNCTIONALITIES & COLLECTING FEEDBACKS
 COORDINATION	PP8 - GECT EUREGIO Senza Confini r.l. LP - Friuli-Venezia Giulia region
 STRUCTURE	<p>TITLE: DATA AVAILABILITY IN THE CROSS-BORDER DIMENSION</p> <p>Introducing the main aim of the round table and stakeholder involvement process <i>Collecting feedbacks from expertise, knowledge and experience of invited stakeholders to be then conveyed into the next steps leading to the CROSSMOBY action plan.</i></p> <p>Presenting the platform concept and its beta version being developed/first outcomes <i>Functionalities, limits, data sources and missing information...</i></p> <p>Round table with involved stakeholders on</p> <ul style="list-style-type: none"> - <i>how to efficiently exploit the functionalities of the platform with particular reference to the cross-border area</i> - <i>how to further implement the platform</i> - <i>defining further stakeholders to be involved</i> - <i>defining further opportunities to be exploited once implemented</i> <p>Thematic focus to be taken into consideration as to stimulate discussion with invited stakeholders:</p> <ul style="list-style-type: none"> - <i>Cross-border gaps and missing links</i> - <i>Accessibility</i> - <i>Open data</i> - <i>Linking to long distance rail connectivity</i> <p>Conclusions <i>Next steps towards the development of fine-tuned platform + action plan</i></p>

CONNECTION DETAILS

GECT Euregio Senza Confini has invited to a Zoom Meeting:

“CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 1”

3rd March 2021 @ 02:45 PM CET

To enter to the Zoom Meeting click here:

<https://zoom.us/j/99672874503>

ID meeting: 996 7287 4503

You can also join from the following numbers:

From Slovenia:

+386 1888 8788

+386 1600 3102

From Italy:

+39 069 480 6488

+39 020 066 7245

+39 021 241 28 823

2. Minutes of the Meeting (MoM)

List of Attendees:

Name, Last Name	Role	Contact
<i>Riccardo Maratini</i>	PP8 - GECT	riccardo.maratini@euregio-senzaconfini.eu
<i>Andrea Ballarin</i>	PP8 – GECT/ PP3 - VS	andrea.ballarin@euregio-senzaconfini.eu andrea@studioballarin.it
<i>Susanna Penko</i>	PP8 - GECT	susanna.penko@euregio-senzaconfini.eu
<i>Massimiliano Angelotti</i>	LP - FVG	massimiliano.angelotti@regione.fvg.it
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<i>Pier Paolo Pentucci</i>	PP2 - UNIVE	pierpaolo.pentucci@unive.it
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<i>Luka Mladenovič</i>	PP4 - UIRS	lukam@uirs.si
<i>Simon Koblar</i>	PP4 - UIRS	simonk@uirs.si
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MINUTES OF THE MEETING

Mr. Andrea Ballarin (consultant of PP8, EGTC), took the floor to welcome participants to the first stakeholders round table of the CROSSMOBY project and to introduce Mr. Massimiliano Angelotti, representing FVG Region as LP of the Project, and Mrs. Sandra Sodini, representing GECT Euregio senza confini r.l. (PP8) who organized the event.

Mr. Angelotti (LP - FVG) took the floor and launched the round table by welcoming again all participants and thanking people involved in the organization of the event. He briefly recalled the aim of the event, which is to foster a first direct confrontation with a limited number of stakeholders of the territory, to be further developed in the two forthcoming stakeholders round tables to be realized within the project activities of the next period.

Mrs. Sandra Sodini (PP8 - EGTC) then intervened to thank again everyone involved in the project and to stress the importance of this stakeholders round table, which also represents an opportunity for regional authorities to understand the needs of the territory from a bottom-up approach, thus enriching the regional programming. In this respect the availability of cross-border data, which are often held by private entities, is of a fundamental importance to draft policies that address the real needs of the territory. As a matter of fact, it is extremely difficult to gather cross-border data that are consistent and comparable, as administrative levels do not often correspond to each other and national/regional database are often not easily inter-operable. This issue is absolutely topical and fundamental for a region like the FVG, which has several cross-border areas within its territory: thus, the importance of this round table. Mrs. Sodini concluded her speech thanking once again all the stakeholders attending the event and giving the floor to Mr. Ballarin.

Then Mr. Andrea Ballarin, on behalf of GECT Euregio senza confini r.l. (PP8), briefly presented a general overview of the CROSSMOBY project, including its rationale and expected results¹. Then, he mainly focused on the role of stakeholders and the importance of their involvement. More specifically, this round table, which follows a previous phase of information systematization into a unified framework (ATT5), represents a first opportunity to establish a consultation process with selected stakeholders (stakeholder platform forum - ATT6) that will be carried on through two other opportunities to exchange views and, hopefully, through a more structured inter-institutional dialogue and governance, which will be using the dedicated webGIS platform under development, thus contributing in delivering the expected strategic contribution (ATT7). The phase of stakeholders' consultation has been organized into three round tables - to be held in June/July 2021 and October/November 2021 - whose aims are to foster additional data collection and gather feedbacks on the webGIS platform being developed as well as to fine-tune strategic addresses.

Then Mr. Riccardo Maratini (PP8 - EGTC) took the floor to introduce, in particular, the cross-border webGIS platform that is being developed by EGTC and that will also be supported by the outcomes of the dialogues organized within the stakeholder platform forum (ATT6). In this purpose, it will be crucial to turn shared data into a shared vision to be conveyed into the final Strategic Action Plan (O.3.7.1) and that should support regional

¹ See PPT "03_BALLARIN"

and cross-border planning. This ambitious goal is probably beyond the scope of a single project such as CROSSMOBY, nonetheless, this platform represents a starting point of an important process of cross-border multimodal mobility planning that should be taken forward even after the end of this project. He went on reminding the three main components of this process, which are the technical analyses based on available data, the development of ICT tools allowing to share and represent these data and, last but not least, the involvement of stakeholders through a dedicated platform (starting from this meeting). In this purpose, a key support is given by webGIS user interfaces that are supposed to provide stakeholders with “static” information - meaning information updated (indicatively) on a yearly basis - to support them throughout decision-making processes. Indeed, the provision of real time information would be beyond the scope of this project. The aim of these interfaces is to provide a vision on the state of play of the multimodal transport system of the whole IT-SI area, including both demand and supply side, thus paving the way to the Strategic Action Plan foreseen in ATT7. The governance, then, must be multilevel, as far as different scales of planning and intervention (EU, national, regional, local and cross-border) are called to interact with each other, as well as with other synergic initiatives and projects such as the one represented by FORTIS (Interreg Italy-Slovenia Programme).

Mr. Maratini also stressed that EGTC has already drafted a first document that analyses the general strategic framework and that will also be integrated with what emerges during this first round table. The first draft of the document also contains in-depth info-boxes on some of the pilot activities implemented within the CROSSMOBY project. In this purpose, both the document and the webGIS interfaces are also providing a kind of “entry point” to the whole set of CROSSMOBY project outcomes for external users/readers (thus linking to the specific deliverables as well as regional/local level platform for further deepening). Then, he briefly went through key themes being addressed, starting from an overview on the IT-SI area, characterised by high heterogeneity, as well as of the different layers of the governance. Within the supply side, along with other aspects allowing to analyse the multimodal networks, a particular deal has been paid to the railway and bus services, especially at cross-border level. While from the supply side the data gathered are generally numerous and cover (at least with reference to certain themes) the whole area of the project, information from the side of the demand has been scarcer and more difficult to collect. Other aspects of this topic on which the EGTC is currently working are traffic flows and accessibility, on which there will be future updates.

To guide the following discussion, Mr. Maratini then introduced the question of the day, “Are you carrying out activities that could be synergic with/benefitted by the analyses and tools we are developing and/or we should keep track of?”. In particular, he clarified that CROSSMOBY partnership is looking for other data that could be integrated or further feasible activities to be performed, either within the project or as a follow-up.

Lastly, he presented a webpage containing a draft prototype of the webGIS interface that will be used to convey the data gathered at the different levels, including data related to the CROSSMOBY pilot actions such as the Trieste-Ljubljana railway service as well as linking to the local and regional platforms such as the one developed on the Italian side by PP2-UNIVE.

Then, the floor goes to Mr. Pier Paolo Pentucci (PP2 - UNIVE), who presented the results of the detailed analysis carried out by UNIVE on the accessibility of each railway station of the Trieste-Ljubljana line, being conceived not just as a basic transport infrastructure but as a strategic real-life place/area of the urban environment and a multimodal mobility node. In particular, UNIVE analysed for each station whether other mobility services - namely bike and scooter sharing, urban and extra-urban bus lines, parking - to reach such station were already present.

Furthermore, Mr. Pentucci briefly presented² the survey conducted by UNIVE on the state of the art of urban sustainable mobility at the local level of municipalities. To this end, UNIVE has gathered data from 160 municipalities, both within FVG region and the Metropolitan City of Venice. An additional analysis on cross-border mobility has been conducted on the resulted provided by 16 out of the 25 municipalities of FVG that share a border with the Republic of Slovenia. Data concerning both analyses are currently being processed and will be made available to the public as soon as possible. Lastly, Mr. Pentucci invited participants to provide additional input and ideas on how to further develop and widen data collection and analyses.

Mr. Simon Koblar (PP4 - UIRS)³ then intervened to briefly present some analysis conducted by the Urbanistični Inštitut Republike Slovenije (PP4) within the CROSSMOBY project. The goal of such analysis, was to bridge the existing gap between traffic modeling (, which imply demanding procedures and expensive software) and rather basic analyses through the development of a number of accessibility analyses and indicators based on open-source software and open data. In fact, this type of analyses is highly beneficial especially to municipalities and regions, which are not in condition to carry out expensive and demanding modelling activities, thus supporting better decision making process. Moreover, the use of open data - or at least data expressed in widely used formats - has

² See PPT "05_PENTUCCI"

³ See PPT "06_UIRS"

made it possible to compare data related to different municipalities, both Italian and Slovenian, with a certain flexibility, as these were not bound to local peculiarities.

Mr. Koblar then introduced the questions that guided UIRS' analysis, which have been how to assess the accessibility of a certain point, the quality of public transport, the number of users able to reach a given point or station (on foot or by bicycle, for example), the possible existence of valid alternatives for active mobility and, last but not least, which kind of data and tools can be used to answer these questions. As regards sources from which the data are retrieved, one of the most important are timetables in GTFS format as well as OpenStreetMap. A particular deal has been paid to OpenStreetMap, a worldwide map endowed with different layers based on a collaborative approach. With reference to open software resources, instead, QGIS and OpenTripPlanner have been used. The main result of the analysis consists of four indicators, representing:

1. The opportunities for active mobility, based on the comparison between the overall length of roads and the length of walking and cycling infrastructures.
2. The share of population with appropriate access to mobility services (public transport), taking into account the frequency and typology of the public transport offer as well as the distance of the population from public transport stops.
3. The travel times with public transport in comparison with the duration of a car trip covering the same route.
4. The multimodal integration, namely the interchange points where multiple modes of public transport are interlinked.

Mr. Koblar concluded by asking participants whether this type of analysis is useful and if they had any further suggestions or questions.

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Mr. Riccardo Maratini took again the floor underlining the importance and opportunities arising from the presented tools and then, launching stakeholders' interventions, starting from those stakeholders who are also partners of the CROSSMOBY project. In this purpose the floor goes at first to Mr. Miro Kristan.

Mr. Miro Kristan (PP6 - PRC) intervened to highlight a number of difficulties and bottlenecks that emerged from the launch of an integrated mobility strategy at the area level, carried out by PRC within the project CROSSMOBY. The first problem consisted in finding and retrieving essential data, which was made even more complex by the cross-border nature of the area. Another aspect is the lack of availability of specific data concerning the resident population, on the one hand, and tourists, on the other. The latter represents a substantial and important segment in planning a mobility policy, yet tourists' habits in terms of mobility are not taken into account within the most elementary and widespread statistics.

Moreover, he stressed that often the existence of data depends on the existence of a given service: if the service is missing, data is also missing, and it is difficult to plan policy measures based on assumptions. Starting from some basic assumptions, then, it is necessary to set cross-border services that will provide useful input data for planning mobility policies, especially in the field of public passenger transport. The CROSSMOBY train is an emblematic example of this and, although it is still in the experimental phase, it has already provided useful data on passengers' needs within the reference area.

Mr. Kristan concluded by suggesting that more efforts should be made to optimize the transport system despite the lack of input data: not only this would improve data acquisition, but it would also represent a start in the optimization of the system, moving forward to tackle passengers' real needs.

Mr. Giuliano Nemarnik (PP5 - RRC KP) briefly intervened to present the experience of the Regional Development Centre Koper (PP5) in the management of integrated mobility strategies within the coastal area of the municipalities of Ankaran, Koper, Izola and Piran, which essentially form a single urban agglomeration. One problem has been, again, the acquisition of data, especially with regard to maritime transport. Moreover, Mr. Nemarnik recalled that last year a pilot project was launched to provide a maritime connection between the municipalities of the area. Regional Development Centre Koper attempted to strengthen this maritime service by adding a new cross-border route connecting Koper and Trieste, but many issues have been encountered in the planning of such service. First of all, a public tender has been issued to which only one bidder responded expressing doubts related to the bureaucratic formalities to be fulfilled and the requirements to be met, especially as regards the Italian side. A further problem is given by the uncertainty deriving from the health crisis related to Covid-19 and the risk that not all passengers will be able to cross the border, due to the uncertainties of rules to be applied in the next summer season (e.g. need of a health passport or other similar measures).

Mr. Nemarnik concluded his intervention with the hope that the Trieste-Koper connection can become a reality. Otherwise, resources will remain unused, and it would be a pity that this pilot action of maritime connection between Italy and Slovenia is not implemented within the framework of an important project such as CROSSMOBY.

Mr. Maratini took the floor as to stress how the regulatory issue concerning mobility services, especially maritime transport, is particularly important, as it has a series of implications on the planning of cross-border mobility. Then, he invited Mr. Konrad to take the floor for further comments.

Mr. Tomaž Konrad (EZTS GO) intervened as a representative of the EGTC GO to underline the challenges that the EGTC had to deal with when planning and implementing projects concerning transport at the local level, such as CROSSMOBY and BIMOBIS. At the planning level, Mr. Konrad mentioned the Biciplan project, implemented by the municipality of Gorizia, which consists of a plan for the construction of a cycle network in the next years. Among other things, the drafting of such plan meant acquiring a time schedule, gathering financial resources and identifying the concrete points in which to create the cycle paths. As for the implementation of interventions planned in the field of mobility, EGTC GO often encountered a series of differences among different states' regulations, as in the case of the public procurement system. Moreover, with reference to public transport services regulatory aspects, the one already mentioned about the cabotage has been addressed as well. Another relevant goal is the development of a bike sharing system fully integrated across the border. These are issues that must be overcome at the administrative level. In this sense, the municipalities of Nova Gorica, Gorizia and Šempeter-Vrtojba, namely the area of the EGTC GO, are an interesting example. First of all, these three municipalities now form a single urban agglomeration: from a geographical point of view, there is in fact no obstacle between the individual cities. At the same time, it is a metropolitan area large enough, but not so large as to make it unmanageable, thus representing an excellent testing ground for experimental models regarding the functioning of cross-border areas.

Mr. Konrad also recalled that the urban agglomeration formed by Gorizia and Nova Gorica has obtained the title of European Capital of Culture. One of the first points on which the EGTC GO is already working on is how to ensure that in the next few years the mobility of the flows of visitors arriving in Gorizia and Nova Gorica is as smooth as possible, requiring an easy passage from the hinterland to the metropolitan areas. A final, equally crucial aspect is how to guarantee mobility flows within the city.

Mr. Dorino Favot (ANCI FVG), who is the mayor of Prata di Pordenone (PN), highlighted the importance of the processes of gathering and sharing data. They are absolutely necessary to draft policies that are evidence-based and thus able to address the actual needs of the territory. In the case of FVG, a further complication in understanding the mobility needs of the population is given by the heterogeneity of the territory even of a single province, such as in the case of Pordenone, which is composed of an urban area that is densely populated together with a less populated mountainous area. In this purpose, it is important to understand the actual and specific mobility needs of the different areas. Another important issue is to ensure the interoperability of transport services across different areas, starting from the local level of small municipalities. As a matter of fact, European projects often focus on rather bigger infrastructures, sometimes overlooking the local level of smaller municipalities.

The floor goes then to Mr. Luca Mestroni (FVG Region) intervened to present an analysis of transport flows that has been carried out on the basis of mobile phone users location data. At the moment, in fact, this is a promising and accessible source for obtaining data on transport demand and presence of users on a certain area allowing for a comprehensive coverage of the different areas and time periods. In this case, data were aggregated on a municipal basis (with the exception of the municipality of Udine , which was subdivided in 11 zones), gathered in two phases between March 2016 and May 2017, for a total of 15 months. Within this period, statistics were elaborated with reference to different users categories and time slots. With reference to users categories, the overall data has been segmented on the basis of nationality, thus distinguishing between Italian (who were also further subdivided into residents and visitors) and foreign passengers. The resulting database allowed to estimate the number of people located in a certain zone within a given time slot. A second output also allowed to understand the number of users travelling between each couple of zones (i.e. the data making up an Origin/Destination matrix), which is especially useful for transport planning activity. A third output was testing the tracing of the origins and journeys patterns of group of users (“platoons”) to and from 4 specific territorial spots. Lastly, Mr. Mestroni stressed how this kind of analysis could be replicated and extended in the future as to further understand the demand of transport services also within cross-border areas.

Mr. Maratini then gave the floor to representatives of institutional representatives of the territory and introduced Mr. Alberto Piamonte (Veneto Region), who briefly presented the innovative character of the recently approved regional mobility and transport plan. Unlike past regional plans, it is not meant to be a static plan, as far as it will be updated on the basis of data to be continuously gathered. The plan, and thus the collection of data, are expected to last until 2030. Mr. Piamonte concluded remarking that data will be made available for the public, once the collection phase will be concluded.

Then Mrs. Giulia Gaita (Metropolitan City of Venice) presented in brief how the Metropolitan City of Venice is developing its sustainable urban mobility plan, explaining how it has been gathering data both from more traditional methods and on the basis of mobile phones’ user data. Mrs. Gaita also highlighted a possible synergy between the CROSSMOBY project and the ICARUS project, which is part of the Interreg Italy-Croatia programme. The project focuses on the mobility between the hinterland and coastal areas and foresees as one of its output an ICT platform sharing data concerning the territory of the Metropolitan City of Venice. Differently from the CROSSMOBY project, however, the platform is mainly aimed at supporting analyses at technical level, rather than stakeholders.

Mr. Mauro Menegazzo (Infrastrutture Venete S.p.A.) started his intervention by recognizing the rigidity that characterizes the railway service. Infrastrutture Venete S.p.A. made an attempt to gather data concerning the demand side of the railway service and, on the basis of them, to provide citizens with the best possible service. However, the demand sometimes varies in an unforeseen way, as happened in the case of the COVID-19 emergency. Therefore, transport operators must be prepared to quickly adapt supply to a demand that is changing not only in the short term, but also in a structural way. Therefore, the challenges for the transport systems, including the cross-border ones, are to be aware of the variability of the demand and to learn how to adapt a system that does not count on infinite resources.

Mr. Paolo Dileno (Central European Initiative - Executive Secretariat) stressed once again the importance of data gathering within mobility planning, especially in the case of cross-border territories where services often do not interconnect with each other. This issue has been addressed by the already mentioned FORTIS project, which also involved stakeholders' consultation and the development of an action plan containing key priorities for planning future transport services. The integration of transport systems across borders turned out to be one of such priorities. In this purpose, 5 pilot activities developed within FORTIS addressed precisely the issue of missing links between transport systems, between Italy and Slovenia, thus enhancing cross-border mobility in the Southern part of the cross-border area. Other priorities emerged from stakeholders' consultation were a greater promotion of the maritime transport system and the need for appropriately addressing the low-demand areas. Mr. Dileno also remarked that webGIS platforms would be useful to provide services of info-mobility that benefit users who are planning cross-border trips. Two relevant projects that go in the direction of collecting data and returning it to users are Linking Danube (Interreg Danube Programme) and Linking Alps (Interreg Alpine Space Programme).

Mr. Paolo Zaramella (TPL FVG Scarl) highlighted two topics that were recurrent within stakeholders' interventions, which are the need for transport systems to be able to manage changes efficiently and the often-limited use of existing data concerning mobility, such as those concerning transports' subscriptions. On this purpose, TPL FVG developed multiple projects and innovative initiatives to enhance data use and further elaborate on their bases. One of these envisages the continuous review of bus timetables on the basis of observed travel times, with the aim of reducing advances and delays of individual bus journeys and provide citizens with a better service, thus increasing reliability and attractiveness of the bus service for the users. Moreover, he hinted at the further analyses

developed in the last period, for tackling the issues related to the COVID-19 emergency (which, for instance, has implied deepening the insight on the mobility needs of students).

Then Mr. Tadej Lužnik (NOMAGO) took the floor to stress the importance of projects, such as CROSSMOBY, which allow to provide citizens with practical mobility solutions, not only within single states but also across regions and cross-border areas. Mr. Lužnik stressed that NOMAGO is already offering seasonal scheduled services between Italy and Slovenia, but it always strives to develop new initiatives, starting from contexts such as this stakeholder round table. He then proceeded to highlight the following three main points:

- in setting up a valid transnational project within the mobility sector, it is necessary to verify and tackle bureaucratic obstacles, which often represent a significant deterrent hindering the implementation of actions;
- two basic categories of trips must be considered, namely the daily commuting of the population residing in the reference area and secondly the transport for tourists, which is often used only in high seasons and which are often sharing the same infrastructure/service;
- mobility itself and the economic side must not only fall on passengers, who have to bear higher tickets' costs, but also on the state, which must guarantee, both on the Italian side and on the Slovenian side, financial resources as to allow the planned initiatives to come to life.

Mr. Riccardo Maratini then took once again the floor to introduce the final remarks by Mr. Massimiliano Angelotti (LP - FVG), who thanked again all the stakeholders that participated to the round table for their contributions, as well as all those involved in its organization. He highlighted once again the importance of this first confrontation, which is a starting point to establish a multilevel governance and a dialogue between stakeholders of the territory that should continue beyond the CROSSMOBY project, also through new projects to be activated within the next 2021-27 programming period.

Mr. Andrea Ballarin then intervened to thank again all participants and closed the meeting at 17:40.

3. Report of the meeting

Basic information on the organisation of the RT	
	CROSSMOBY – Interreg V-A Italia-Slovenija 2014-2020 STAKEHOLDERS ROUND TABLE Nr. 1 – Data availability in the cross-border dimension 03/03/2021 – ZOOM – 14.45-17.40
Participants list	
	See the formal minutes of the RT.
List of documents provided and related content brief description	
	<p>PPT “01_BALLARIN” – General overview of the CROSSMOBY project and of stakeholder round tables’ role within the project.</p> <p>PPT “02_MARATINI” – General overview of the process dealing with the realization of the webGIS platform as well as the technical analyses leading to the development of the strategy</p> <p>PPT “03_KOBLAR” – Overview of the analyses conducted by UIRS to determine the quality and accessibility of public transport on the basis of open-source software/data.</p> <p>PPT “04_PENTUCCI” – Overview of the analyses carried out by UNIVE on the accessibility of the railway stations of the Trieste-Ljubljana line and on the state of the art of sustainable urban mobility at the level of local municipalities.</p>

Minutse of the meeting in brief

After a brief introduction of Mr. Ballarin, Mr. Angelotti welcomed participants and launched the round table recalling its aims. Mrs. Sodini intervened to remark the importance of stakeholders' consultation as a means of gathering data and enriching regional programming.

Mr. Ballarin took the floor on behalf of EGTC Euregio senza confini r.l. (PP8) to present a general overview of CROSSMOBY, including the role of stakeholders and the importance of their involvement through a stakeholder platform forum (ATT6), which will be developed through a structured inter-institutional dialogue and a dedicated webGIS platform.

Mr. Maratini focused on the cross-border webGIS platform that is being developed by EGTC (PP8) to support stakeholders throughout decision-making processes concerning cross-border mobility planning, thus turning data into a shared vision, which is represented by the final Strategic Action Plan (ATT7). To this end, he also presented a webpage containing a draft prototype of the webGIS interface that will be used to represent the data gathered at the different levels as well as providing an "entry point" linking to other contents developed by the CROSSMOBY partnership.

Mr. Pentucci then presented the analyses that UNIVE (PP2) is conducting on Trieste-Ljubljana railway stations' accessibility, as well as on urban sustainable mobility at the local level on the basis of data gathered from 160 municipalities within FVG and the Metropolitan City of Venice. Data are currently being processed and will be made available to the public.

Mr. Koblar presented the analysis carried out by UIRS (PP4) on the accessibility and quality of public transport within CROSSMOBY reference area. Through open data retrieved from GTFS timetables and other open-source software, UIRS elaborated on four main indicators for assessing: opportunities for active mobility, share of population with appropriate access to mobility services, the travel times with public transport in comparison with the duration of a car trip covering the same route and multimodal integration of public transport.

Then Mr. Maratini launched stakeholders' interventions giving the floor to Mr. Kristan, who highlighted a number of bottlenecks that emerged from the launch of an integrated mobility strategy at the regional/local area level, carried out by PRC (PP6) within CROSSMOBY. He suggested that more efforts should be made to set cross-border services that will provide also useful input data for planning mobility policies, especially in the field of public passenger transport.

Mr. Nemarnik presented the experience of the Regional Development Centre Koper (PP5) in the management of integrated mobility strategies within the coastal area of Ankarani, Koper, Izola and Piran, which form a single urban agglomeration. He also highlighted the challenges that PP5 is facing in its attempt to offer a cross-border maritime connection service between Koper and Trieste.

Mr. Konrad intervened as a representative of the EGTC GO to underline the challenges that it had to tackle when planning and implementing projects concerning transport at the local level, such as CROSSMOBY and BIMOBIS. To this end, the municipalities of Nova Gorica, Gorizia and Šempeter-Vrtojba provides an interesting example, as far as they now form a single urban agglomeration, which has also recently obtained the title of European Capital of Culture.

Mr. Favot (ANCI FVG and mayor of Prata di Pordenone - PN) highlighted the importance of data acquisition and sharing across different contexts to draft effective policies, as well as some issues hindering such procedures and the importance of understanding the actual and specific mobility needs of the different areas, including small municipalities.

Mr. Mestroni (FVG Region) intervened to present an analysis of transport demand that has been carried out on the basis of mobile phones' user data collected between March 2016 and May 2017. The resulting dataset allowed to identify the number of people located in a certain area in a given time slot, understand the origin and destination of passengers' journeys, and testing the tracing of journeys to and from 4 specific territorial spots.

Mr. Piamonte (Veneto Region) briefly presented the innovative character of the recently approved regional mobility and transport plan. Unlike past regional plans, it will be regularly updated on the basis of data to be continuously gathered, until 2030.

Then Mrs. Gaita (Metropolitan City of Venice) highlighted that the Metropolitan City of Venice is developing its sustainable urban mobility plan, which encompasses gathering transport demand data, both through traditional methods and mobile phones' user data. She also highlighted a possible synergy between the CROSSMOBY project and the ICARUS project (Interreg Italy-Croatia Programme 2014-2020), focusing on the mobility between the hinterland and coastal areas.

Mr. Menegazzo (Infrastrutture Venete S.p.A.) commented on the efforts of Infrastrutture Venete S.p.A. to gather data concerning the demand side of the railway service and, on the basis of them, to provide citizens with the best possible service. This was made difficult by the variability of the demand, which sometimes changes in unforeseen ways as in the case of COVID-19.

Mr. Dileno (Central European Initiative – Executive Secretariat) stressed the synergy between CROSSMOBY and FORTIS, which also involved stakeholders' consultation and the development of an action plan containing key priorities for planning future transport services. In this purpose, 5 pilot activities developed within FORTIS precisely addressed the issue of missing links between transport systems, between Italy and Slovenia, thus enhancing cross-border mobility in the Southern part of the cross-border area.

Mr. Zaramella (TPL FVG Scarl) highlighted the projects developed by TPL FVG to enhance the use of existing data concerning mobility. One of these envisages the continuous review of bus timetables on the basis of observed travel times, with the aim of reducing delays of individual bus journeys and provide citizens with a better service.

Mr. Lužnik (NOMAGO) stressed the importance of projects such as CROSSMOBY, providing citizens with practical mobility solutions across regions and cross-border areas.

He highlighted three main points: the importance of dealing with bureaucratic obstacles, the need to consider daily commuting and tourism as two different categories of trips and the necessity of ensuring adequate funding to implement planned initiatives. Mr. Maratini took the floor to introduce the final remarks by Mr. Angelotti (LP – FVG), who thanked again the stakeholders and those involved in the RT organization. Mr. Ballarin then intervened to thank again all participants and closed the meeting at 17:40.

Highlights

- **Gaps and problems**

- The lack of availability and sharing, especially at cross-border level, are essential to draft policies thus addressing the real needs of a territory.
- Apart from the mere availability, a smoother data integration and harmonisation would be required thus ensuring having a homogenous collection of relevant themes/layers with reference to the whole Cross-Border area
- The lack of data with particular reference to transport demand side of transport (esp.at cross-border level) that needs to be address with reference to systematic (e.g. commuters) and occasional trips and different periods of the year and hours of the day , where .
- The lack of availability of specific data concerning tourism-related mobility and more, in general. The latter represents a substantial and important segment in planning a mobility policy, yet tourists' habits in terms of mobility are not easily taken into account within widespread statistics.
- The lacking Cross-Border accessibility due to missing links and lack of interconnections as well as lack of coordination and interoperability issues.
- Lack of resources and focus to the specific challenges and need of rural areas and small municipalities.

- **Challenges to be faced**

- Finding and retrieving essential data, with regard to all the different modes of transport, which is made even more complex by the cross-border nature of CROSSMOBY reference area.
- The challenges for the transport planning process, especially in cross-border ones, to be provided with relevant information on the variability of the demand and to efficiently adapt (meeting the actual needs with limited resources) their supply on such basis.
- The challenge for territorial and institutional stakeholders is to establish a multilevel governance, as far as different scales of planning and intervention (EU, national, regional, local and cross-border) are called to interact with each other, as well as with other initiatives (e.g. other EU projects, piloting experiences...).
- Uncertainty deriving from the health crisis development related to Covid-19 and the risk that not all passengers will be able to cross the border.
- Bureaucratic formalities to be fulfilled and requirements to be met by providers and authorities when trying to plan and implement a cross-border transport

service: bureaucratic/regulatory obstacles represent a significant deterrent hindering the implementation of actions.

- Understanding the mobility needs of the population within a highly heterogeneous territory where urban areas densely populated are mixed with less populated or mountainous area.
- Supporting the planning process with tools, especially Open-source software and Open data, that would not imply excessive resources (esp. for small municipalities)
- Provide, also through effective graphic and georeferenced representations, data and technical evaluations supporting on sound basis the stakeholders dialogue and decision processes;
- Ensuring the interoperability of transport services across different areas, starting from the local level of small municipalities, which are sometimes overlooked.

- **Underlined priorities**

- Data acquisition in terms of transport services' demand in cross-border areas should be diversified: data should be gathered both through traditional and innovative methods such as the ones represented by mobile phones' user data (whose application to the whole Cross-Border area dimension could be further addressed as a relevant next step). The latter result in a database that allows to aggregate data (e.g. on a municipal basis), as well as on the basis of specific time slots and nationality.
- Two basic categories of trips should be considered, namely the daily commuting of the residents in the analysed area as well as occasional trips including, in particular, tourism-related mobility, which is also characterized by peculiar seasonal peaks and can also support reaching a minimum threshold of user in low-demand areas.
- Despite the lack of consistent data and starting from some basic assumptions, it is important to set-up cross-border (pilot) services that could also contribute to data acquisition to plan mobility policies, especially in the field of public passenger transport. The CROSSMOBY train is an emblematic example of this and, although it is still in the experimental phase, it has already provided useful data on passengers' needs within the reference area.

- **Addressees for the following steps**

- Gather feedbacks from participants/stakeholders:
 - on the webGIS platform that is being developed as well as finetune strategic addresses;
 - on how to further develop and widen data collection as well as on analysis to be further developed and fine-tuned;
- assess possible synergies between CROSSMOBY and other projects suggested:

- FORTIS project (Interreg Italy-Slovenia 2014-2020), which involved stakeholders' consultation and the development of an action plan containing key priorities for planning future transport services;
- ICARUS project (Interreg Italy-Croatia 2014-2020), which foresees as one of its output an ICT platform representing data concerning the territory of the Metropolitan City of Venice;
- Linking Danube (Interreg Danube) and Linking Alps (Interreg Alpine Space), which foresee the collection of data to provide users with services of info-mobility to plan cross-border movements.

Keywords highlighted

