

# Interreg



UNIONE EUROPEA  
EVROPSKA UNIJA

## ITALIA-SLOVENIJA



### CROSSMOBY

## 0.3.6.2 - Report sui lavori della piattaforma - report n.2

## 0.3.6.1 - Poročila o interakcijah platform - report n.2

### FIRST RELEASE - ENGLISH VERSION

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*The content of this publication does not necessarily reflect the official positions of the European Union.*

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

**Version: N.1, Draft**

**Author: PP8 - GECT Euregio Senza Confini r.l.**

**Date: 23/11/2021**



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## 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 a **structured consultation with stakeholders** of the territory in order to achieve a good awareness of the different points of view to be considered when dealing with the planning of cross-border mobility.

The expected ROUND TABLES represent the core element of ATT6, being interactive meetings fostering an active consultation of stakeholders aimed at addressing 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	25/10/2021	VIRTUAL	Virtual	Technical- decisional level
3	01/2022	In person (?)	Italy (?)	Decisional level

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

The following paragraphs basically report the main outcomes of the **SECOND ROUND TABLE** organized by GECT Euregio Senza Confini r.l. on 25/10/2021 according to what foreseen within the 3.6.1 methodological document already delivered.

## 1. Agenda & resuming info

### **CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 2 TOWARDS THE CROSSMOBY ACTION PLAN: SHARING GOALS AND STRATEGIES THROUGH PROPOSED MEASURES**

25<sup>th</sup> October 2021

Language of the meeting with simultaneous translation: **ITALIAN/SLOVENIAN**  
 Platform: **ZOOM** - <https://zoom.us/j/81788797036> - ID meeting: 817 8879 7036

14:45 - 15:00	Connection of participants
15:00 - 15:10	Welcome, greetings and presentation of the meeting by EGTC Euregio Senza Confini r.l. and the Lead Partner <ul style="list-style-type: none"> <li>- <i>Massimiliano Angelotti, Friuli-Venezia Giulia Region</i></li> <li>- <i>Sandra Sodini, EGTC Euregio Senza Confini r.l.</i></li> </ul>
15:10 - 15:15	Introducing main aims of the round table and within the process towards the CROSSMOBY Action Plan <ul style="list-style-type: none"> <li>- <i>Andrea Ballarin, EGTC Euregio Senza Confini r.l.</i></li> </ul>
15:15 - 15:35	Sharing goals and strategies through proposed measures: overview with examples and representations from the ongoing analysis <ul style="list-style-type: none"> <li>- <i>Riccardo Maratini, EGTC Euregio Senza Confini r.l.</i></li> </ul>
15:35 - 15:45	Addressing mobility planning at cross-border level, from policies to practices <ul style="list-style-type: none"> <li>- <i>Pier Paolo Pentucci, Ca' Foscari University of Venice</i></li> </ul>
15:45 - 15:55	Updates on accessibility and quality of public transport assessment with open-source software and data <ul style="list-style-type: none"> <li>- <i>Simon Koblar, Urban Planning Inst. of the Republic of Slovenia</i></li> </ul>
15:55 - 16:00	Wrap-up and introducing key questions to the stakeholders <ul style="list-style-type: none"> <li>- <i>Riccardo Maratini/Andrea Ballarin, EGTC Euregio Senza Confini r.l.</i></li> </ul>
16:00 - 17:20	Guided round table with stakeholders on the presented strategy: <ul style="list-style-type: none"> <li>- <i>Paolo Zaramella, TPL FVG Scarl</i></li> <li>- <i>Alberto Piamonte, Regione del Veneto</i></li> <li>- <i>Mauro Menegazzo, Infrastrutture Venete S.p.A.</i></li> <li>- <i>Alessandro Fabbro, ANCI FVG</i></li> <li>- <i>Matjaž Marušič, GECT GO</i></li> <li>- <i>Alessandro Puhali, GECT GO</i></li> <li>- <i>Mirjana Vanovac, Slovenian Railways</i></li> <li>- <i>Miro Kristan, PRC</i></li> </ul> <p>Invited technical audience will discuss anticipated goals and strategies that will be also further explained during the round table.</p>

- 17:20 - 17:30 | Wrap up, closing remarks and launch for final RT
- *Massimiliano Angelotti, Friuli-Venezia Giulia Region*
  - *EGTC Euregio Senza Confini r.l.*

## 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.

While the first round table was mainly aimed at identifying available sources of information and data to fill the informative layers, this second confront is aimed at sharing main goals, strategies and measures proposed for the development of the CROSSMOBY Action Plan. In this purpose, such second confront is unlocking a further elaboration allowing to score the potentialities of proposed measures, thus contributing to select the most interesting and relevant ones to be furthermore finetuned within the finalized cross border strategic action plan.

 KEYWORDS	<b>INTERACTIVE &amp; INFORMAL SESSION</b> <b>SELECTED (ACTIVE) PARTICIPANTS</b> <b>BRAINSTORMING ON TECHNICALITIES SUPPORTING THE STRATEGIC VISION</b>
 OBJECTIVE	<b>ENGAGING STAKEHOLDERS, TO SHARE THE PROPOSED CONCEPT OF GOALS, STRATEGIES AND MEASURES TO BE DEVELOPED TO COLLECT RELEVANT HINTS AND SUGGESTIONS AS WELL ADDITIONAL EXAMPLES.</b> <b>UPDATE STAKEHOLDERS ON DATA COLLECTION AND REPRESENTATION</b>
 COORDINATION	<b>PP8 - GECT EUREGIO Senza Confini r.l.</b> <b>LP - Friuli-Venezia Giulia region</b>
 STRUCTURE	<p><b>TITLE: SHARING GOALS AND STRATEGIES THROUGH PROPOSED MEASURES SUPPORTING THE DEVELOPMENT OF CROSS-BORDER DIMENSION</b></p> <p><b>Main aims of the round table and status of implemented activities</b>  <i>Presenting and contextualising the second step of the initiative and the relevance of support from stakeholders in providing comments and suggestions.</i></p> <p><b>Sharing goals and strategies through proposed measures: discussion and representation of the ongoing analysis</b>  <i>Presentation of the goals and strategies as well as of the analysed sheets for measures thus launching discussion</i></p> <p><b>Showcasing relevant issues and technical analyses supporting the planning process at CB level (see also Strategy S2 of the proposed Action Plan)</b></p> <ul style="list-style-type: none"> <li>• <i>addressing mobility planning at cross-border level, from policies to practices</i></li> <li>• <i>updates on accessibility and quality of public transport assessment with open-source software and data</i></li> </ul> <p><b>Guided round table with involved stakeholders on</b></p> <ul style="list-style-type: none"> <li>- <i>commenting on the proposed measures and related sheets</i></li> <li>- <i>how to efficiently implement the platform with particular reference to the cross-border area and other ongoing initiatives</i></li> </ul>

	<p>- <i>receiving suggestion on possible developments or follow-ups</i></p> <p>Thematic focus to be taken into consideration as to stimulate discussion with invited stakeholders:</p> <ul style="list-style-type: none"> <li>- <i>Cross-border gaps and missing links</i></li> <li>- <i>Aspects to be taken into account in the strategies and measures</i></li> <li>- <i>Accessibility</i></li> <li>- <i>Open data</i></li> <li>- <i>Linking to both last mile and long distance (rail) connectivity</i></li> </ul> <p><b>Conclusions</b></p> <p><i>Next steps towards the development of fine-tuned platform + action plan</i></p>
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## CONNECTION DETAILS

*GECT Euregio Senza Confini has invited to a Zoom Meeting:*

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*“CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 2”*

*25 October 2021 @ 14:45 CET*

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*To enter to the Zoom Meeting click here:*

<https://us06web.zoom.us/j/81788797036>

*ID meeting: 817 8879 7036*

*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>Sandra Sodini</i>	PP8 - GECT	
<i>Riccardo Maratini</i>	PP8 - GECT	<a href="mailto:riccardo.maratini@euregio-senzaconfini.eu">riccardo.maratini@euregio-senzaconfini.eu</a>
<i>Andrea Ballarin</i>	PP8 - GECT PP3 - VS	<a href="mailto:andrea.ballarin@euregio-senzaconfini.eu">andrea.ballarin@euregio-senzaconfini.eu</a> <a href="mailto:andrea@studioballarin.it">andrea@studioballarin.it</a>
<i>Susanna Penko</i>	PP8 - GECT	<a href="mailto:susanna.penko@euregio-senzaconfini.eu">susanna.penko@euregio-senzaconfini.eu</a>
<i>Massimiliano Angelotti</i>	LP - FVG	<a href="mailto:massimiliano.angelotti@regione.fvg.it">massimiliano.angelotti@regione.fvg.it</a>
<i>Roberta Maccari</i>	LP - FVG	<a href="mailto:roberta.maccari@regione.fvg.it">roberta.maccari@regione.fvg.it</a>
<i>Nicola Tripano</i>	LP - FVG	<a href="mailto:nicola.tripano@regione.fvg.it">nicola.tripano@regione.fvg.it</a>
<i>Pier Paolo Pentucci</i>	PP2 - UNIVE	<a href="mailto:pierpaolo.pentucci@unive.it">pierpaolo.pentucci@unive.it</a>
<i>Simon Koblar</i>	PP4 - UIRS	<a href="mailto:simonk@uirsi.si">simonk@uirsi.si</a>
<i>Miro Kristan</i>	PP6 - PRC	<a href="mailto:miro.kristan@prc.si">miro.kristan@prc.si</a>
<i>Alberto Piamonte</i>	Veneto Region	
<i>Mauro Menegazzo</i>	Infrastrutture Venete	
<i>Alessandro Fabbro</i>	ANCI FVG	
<i>Matjaž Marušič</i>	GECT GO	
<i>Mirjana Vanovac</i>	Slovenian Railways	

## MINUTES OF THE MEETING

Mr. **Andrea Ballarin** (consultant of PP8, EGTC), took the floor to welcome participants to the second 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. **Massimiliano 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 CROSSMOBY project, underlining its strategic nature in the framework of the Interreg Italy-Slovenia Programme and the synergies with other initiatives such as the FORTIS project.

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Mrs. **Sandra Sodini** (PP8 - EGTC) then intervened to thank again the participants and everyone involved in the project. She underlined two main concepts, starting from the relevance of the topic of cross-border (CB) barriers, which has been set as one of the priorities of strategical programming of the European Commission for the 2021-2027 programming period and of the Interreg priority for a better governance.

In fact, the resolution of such obstacles often results from the implementation of actions that tackle CB challenges in the first place. In this framework, public CB services - not limited to transport-related - are particularly relevant. Despite this, there is a significant lack of such services representing the detriment for citizens of CB territories.

Thanks to projects like CROSSMOBY, the FVG Region has been able to put forward a strategic plan to implement additional transport services at the border with Slovenia. The aim of the FVG region is to do the same with Austria, as the region also share a border with the Austrian territory. Hence the final aim is to activate a sort of trilateral mobility plan that crosses these three border territories also thanks to the involvement of the two EGTC (GECT Euregio senza confini r.l. and GECT GO). Mrs. Sodini concluded her speech thanking once again all the stakeholders attending the event and giving the floor to Mr. Ballarin.

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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, pilot actions and expected results. Then, he mainly focused on the role of stakeholders and the importance of their involvement in the project's activities. As a matter of fact, the strategic objective of CROSSMOBY is to concretely support strategic planning of sustainable mobility. In this purpose, a twofold dialogue with stakeholders has been launched, both at a local level, in order to plan pilot activities, and at a higher level, which is aimed at supporting the development of the final CROSSMOBY action plan.

In this framework, the aim of this second roundtable is to consult selected stakeholders to obtain their feedback and suggestions on the logic behind the CROSSMOBY action plan. This mainly consists of 6 general goals, 7 strategies to be adopted in order to achieve the goals and 21 measures to put the strategies into action. He then gave the floor to Mr. Maratini.

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Mr. **Riccardo Maratini** (PP8 - EGTC) took the floor to present in detail the goals, strategies and actions that have been drafted within the CROSSMOBY project. The 7 strategies start with the development of an integrated governance framework (S1), whose decision-making process will have to be supported through specific data and analyses (S2). While

the third strategy has to do with the integration of PT services and CB level (S3), the implementation of new CB rail and maritime services are the focus respectively of S4 and S5. Another aim of the strategies lays in facilitating users in choosing sustainable mobility options (S6), as well as communicating and raising awareness on sustainable mobility and tourism opportunities (S7). In particular, the round table nr 2 will focus on the strategies 3, 4 and 5.

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Then, the floor went to Mr. **Pier Paolo Pentucci** (PP2 - UNIVE), who presented more in detail the strategy number 1, whose aim was to identify which are the governance models that can better serve the needs of CB mobility planning, both in specific areas and applied to CB territories more in general.

Looking at transport policies at the European level, a paradigm shift occurred in the relevance given to the issue of CB connections and accessibility of peripheral territories. As a matter of fact, the importance given to this has gradually risen. While this issue was hardly mentioned in the Transport White Paper of 2011, which was more focused on the TEN-T corridors, the topic is highlighted by the European Commission in its recent Sustainable Smart Mobility Strategy (2020), aiming at bridging the mobility gaps in peripheral and CB regions through sustainable options.

More specifically, this new perspective on CB transport at EU level highlighted three key drivers:

- tangible infrastructures and services (CB rail services and automated vehicles, CB car rental/sharing, CB EV charging and refuelling systems);
- intangible infrastructures and services (CB ticketing and payment systems, CB transport and routes planners);
- admin processes and transport management harmonization (CB coordination system, shared interoperability, CB joint procurements).

The main issue, in this case, is how to shift European policies into actions at the local level, and in this case at CB level. This question has highlighted the emerging need for a CB multilevel governance that is able to address legislative and administrative bottlenecks and provide sustainable mobility options to fulfil the needs of citizens and tourists of peripheral and scarcely populated areas, who otherwise will continue in relying on the use of their private vehicles.

In the case of FVG and Slovenia, this need has been addressed through the creation of informal governance structures such as the GECT and bilateral tables, in which mobility and transport are among the topics discussed. These have been essential also for the implementation of PT services as pilot actions within CROSSMOBY, thus reaffirming the importance of informal and innovative governance schemes.

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Mr. **Simon Koblar** (PP4 - UIRS) then intervened to briefly present some updates on the accessibility and quality of public transport assessment with open-source software and data. As a matter of fact, these data are often difficult to be obtained, especially for small local authorities who do not have the resources to purchase expensive software. Hence the importance to use of open data - or, at least, data expressed in widely used formats - that allows to compare the information coming both from the Italian and Slovenian territories. He then presented a first analysis carried out with OpenTripPlanner on the accessibility of the territory of Gorizia, represented by travel time with different means of transport, including PT, cars and on foot.

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Mr. **Maratini** took again the floor to underline the importance of the first two strategies, which are not strictly addressed by this second round table only for practical reasons. He then launched stakeholders' interventions introducing the online form that has been prepared to collect stakeholders' inputs. Through the form, stakeholders are invited to rank the strategies from the most to less interesting according to their focus, as well as to choose (maximum) 5 measures considered as more relevant among the 21 proposed. They are also invited to provide any additional comment or suggestion they might have.

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Mr. **Mauro Menegazzo** (Infrastrutture Venete S.r.l.) intervened to provide his point of view on the topic presented. More specifically, he highlighted the need to address the demand of territories in term of mobility needs of people. This is essential also to ensure economical sustainability, an element that is crucial in the planning of new PT services.

He also raised the issue of airports, that are essential nodes to enhance the connection and accessibility of the area to the rest of Europe and the world, thus providing an answer to the mobility demand of both citizens and tourists wishing to visit these territories.

As underlined by Mr. **Maratini** and Mr. **Ballarin**, both these important aspects mentioned by Mr. Menegazzo are matched by the action plan, and specifically by the strategy n. 2, aimed at supporting decision-making procedure with detailed data and technical analyses, and strategies n.6 and 7, mentioning both intermodality and mobility flows linked to tourism.

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Then the floor went to Mr. **Massimiliano Angelotti** (LP - FVG), who highlighted the importance of the topic of CB PT services, a topic that is at the centre of the bilateral tables that are currently ongoing between FVG and Slovenia. In the framework of these tables, new CB services have been implemented, including the Udine-Ljubljana train that

also connects Ljubljana to the Trieste airport. A railway connection with the land of Carinthia (Austria) has also been activated in the previous years (MICOTRA).

In addition, other initiatives will be activated in the future, including both train and maritime PT services. Maritime transport services are already present in FVG with seasonal and annual lines that connect areas located on the coast, such as the Trieste-Muggia line.

In particular, some of the services implemented have been funded by EU transnational projects such as CROSSMOBY and MICOTRA, highlighting the importance of these initiatives in the support of both governance structures and concrete actions.

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Mr. **Alberto Piamonte** (Veneto Region) intervened to highlight the importance of inland waterways, which shall be further addressed as a viable means to offer additional PT services connecting Veneto and its hinterland.

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Mrs. **Mirjana Vanovac** (Slovenian Railways) took the floor to present the current offer for CB public transport services of Slovenian Railways, which is composed of train lines connecting Udine and Trieste to Ljubljana with two daily journeys. Another line reaches Villa Opicina, where passengers dispose of other means of transport like the bus.

At the moment, Slovenian Railways is discussing the topic of CB train lines with representatives of FVG region and Trenitalia. The aim is to reach an agreement to keep these CB train lines active even after the closure of the EU projects co-financing the specific service.

Another CB service has been implemented between Gorizia and Nova Gorica with the cooperation of the Croatian Ministry for Infrastructures, in order to offer a valuable transport connection to both citizens and tourists visiting this area, which before did not offer any public transport solution for passengers.

In conclusion, the will of Slovenian Railways is to keep active train connections between Trieste and Ljubljana and implement new services between Gorizia and Nova Gorica.

Considering such statement, Mr. **Maratini** underlined the parallelism with strategy n.4, as well as on transnational aim of involving the main territorial stakeholders.

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Mr. **Matjaž Marušič** (GECT GO) took the floor to underline the effort of the GECT GO in implementing PT services within its reference area of Gorizia and Nova Gorica. In this framework, the GECT has foreseen to realize infrastructural interventions enhancing the access to PT services. One of these is the construction of new train stations in the area, with a view to the role of Gorizia as the European capital of culture.

The analysis done in the framework of CROSSMOBY on the Transalpine line underlined how the number of passengers using it is very limited compared to its potentialities. This is due to the fact that they usually choose other means of transport, especially bus and cars.

Therefore, the aim of the GECT GO is to strengthen the quality and efficiency of train services in the area of Gorizia and Nova Gorica to provide users with a more sustainable solution for their mobility needs. In this purpose, an increased effort is needed to inform citizens about train options and reach economic sustainability of the service, ensuring continuity for tangible and concrete results.

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Mr. **Alessandro Fabbro** (ANCI FVG) took the floor to briefly present his association, which represent all the municipalities of FVG. He specified that ANCI FVG does not directly deal with the topic of CB transport, for which it relies on the vision and strategy adopted by the FVG region. However, the issue of CB services, including transport, is at the heart of local development, and therefore of the activities of ANCI FVG municipalities.

As a matter of fact, the territory has not fully grasped all the potential deriving from the weakening of borders and the opportunities for development, including of transport services. From the point of view of municipalities, two aspects shall be prioritized:

- the creation of short-distance CB services, enhancing mobility for citizens, workers and enterprises;
- the connection of peripheral territories to the main cities and transport hubs located in border regions, such as airports and train stations.

Mr. **Maratini** underlined how these aspects are mentioned by the action plan in the measure n. 8, aimed at extending and interconnecting existing PT services at borders (“re-sewing”), and in measures n. 9 and 10, which intend to emphasize the opportunities offered by flexible transport services to better serve the needs of CB territories, as demonstrated by the DRT service implemented by TPL FVG in the areas surrounding Trieste. FVG region, in fact, is trying to further implement this kind of services in specific of the region, in order to provide citizens with more efficient transport services.

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Mr. **Nicola Tripani** (FVG Region) took the floor to present more in detail what the FVG region is doing in terms of DRT services. As foreseen by the regional transport plan, the first in-depth testing of a DRT service will be activated in 2022 in two mountain areas, namely Val Canale and Val Degano. This service will complement and improve the public transport system introducing mobility solutions for those areas that are currently not reached by it, and therefore not accessible for citizens that do not dispose of a private vehicle. This will be planned with a special attention to economic sustainability of such

services. Furthermore, after this first phase of testing, the aim is to introduce DRT services in all the areas of the region that most need it, including CB ones.

Mr. **Maratini** underlined how this kind of services are becoming more and more central when dealing with mobility in peripheral areas. This is the case also due to the more widespread use of ICT tools compared to the past, as these greatly support the planning and execution of such services, but also to the changes of perspective brought by Covid-19. A case study is represented by Milton Keynes (UK), where the administration has recently decided to turn all non-commercial public transport services into DRT services.

Mr. **Miro Kristan** (PP6 - PRC) intervened to underline the central role of passengers and their needs. Stakeholders need to ensure efficient and reliable services that overcome administrative CB obstacles, allowing both citizens and tourists to easily cross borders.

Moreover, the dissemination of information related to services are important as the service itself, as many times users are not even aware of the different options at their disposal, especially of services located in other countries but next to the border. For instance, private cars have been banned from circulating in the Soča Valley; despite this, 15.000 tourists visited this area thanks to an efficient public transport system.

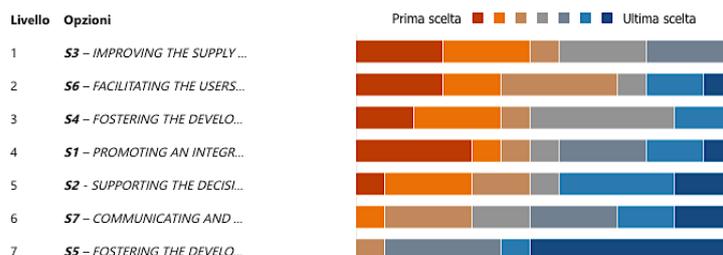
Hence the need to invest in CB transport solutions and the importance of transnational initiatives to enhance the dialogue and cooperation among stakeholders of the territory and implement transport options that are efficient and sustainable in the long-term.

As pointed out by Mr. **Maratini**, the strategies more relevant to these topics are the n. 3, aimed at improving PT services in CB areas, and 4, focused on CB rail services, as well as strategy n. 6 stressing the need to facilitate users in performing sustainable trips.

Mr. **Ballarin** took the floor to briefly present the results of the survey launched with the roundtable, which has currently obtained 13 answers.

1. Please rank the proposed STRATEGIES from the most to less interesting ones according to your focus

[Altri dettagli](#)

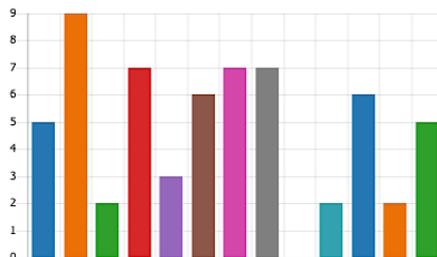


According to the results, the more interesting strategies are n. 3 and 6, followed by strategies n. 4 and 1. On the other hand, the strategies considered as less interesting by stakeholders involved in the RT2 are the n. 7 and 5.

2. Choose (maximum) 5 out of the following proposed MEASURES according to your preferences

[Altri dettagli](#)

- S3\_M7 - Elaboration of well-ta... 5
- S3\_M8 - Extending and interc... 9
- S3\_M9 - Developing new and ... 2
- S3\_M10 - Developing new an... 7
- S3\_M11 - Construction and fu... 3
- S3\_M12 - Integrating PT with ... 6
- S4\_M13 - Fostering and inter... 7
- S4\_M14 - Fostering and inter... 7
- S5\_M15 - New or improved ye... 0
- S5\_M16 - New or improved se... 2
- S6\_M17 - Provide comprehens... 6
- S6\_M18 - Introduction of a sin... 2
- S6\_M19 - ICT tools for seamle... 5



3. Please report any comment - if available - according to the preferences expressed before on the MEASURES proposed according to your interests and experience

2 Risposte

ID ↑	Nome	Lingua	Risposte
1	anonymous	English (United States)	Dialogue fundamental with DECISION MAKERS (not only with technicians)
2	anonymous	English (United States)	Having efficient and reliable services is fundamental to make citizens trust in PT and therefore to invest on them.

The most voted measure (chosen by 9 users out of 13) is the n. 8, followed by measures n. 10, 13 and 14 chosen by 7 users.

Measures obtaining an intermediate number of votes are n. 12, 17, 7 and 9, selected by either 5 or 6 stakeholders.

By contrast, measures n. 9, 16 and 18 resulted as less interesting for participants of the RT.

Two comments have been provided, underlining the importance of involving authorities and decision-makers and the need to have PT services that are efficient and reliable, in order to convince users to shift from their private vehicles to more sustainable options.

Mr. Maratini took the floor to introduce the final remarks by Mr. Angelotti (LP - FVG), who thanked again all the stakeholders for their valuable suggestions, an essential element for the development of the Action Plan and the successful closure of the CROSSMOBY project. He then closed the meeting at 17:30.

### 3. Report of the meeting

Basic information on the organisation of the RT	
	CROSSMOBY – Interreg V-A Italia-Slovenija 2014-2020 <b>STAKEHOLDERS ROUND TABLE Nr. 2 – Data availability in the cross-border dimension</b> 25/11/2021 – ZOOM – 14.45-17.30
Participants list	
	See the formal minutes of the RT.
List of documents provided and related content brief description	
	<p><b>PPT “01_BALLARIN”</b> – General overview of the CROSSMOBY project and of the main objectives of the round table nr. 2.</p> <p><b>PPT “02_MARATINI”</b> – Overview of the CROSSMOBY action plan and related logic, made of goals, strategies and actions.</p> <p><b>PPT “03_PENTUCCI”</b> – Focus on the strategy number 1 of the CROSSMOBY action plan to be discussed with stakeholders.</p> <p><b>PPT “04_KOBLAR”</b> – General overview and updates on the activities carried out by UIRS and especially related to the accessibility of data through open-source software.</p>

## Minutes 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 necessity to remove cross-border barriers, a goal that the FVG region is trying to achieve through the CROSSMOBY project.

**Mr. Ballarin** took the floor on behalf of EGTC Euregio senza confini r.l. (PP8) to present a general overview of CROSSMOBY, including the essential role of stakeholders within the project and the general aim of the second round table, which is to obtain the input of selected stakeholders on the CROSSMOBY action plan, and more specifically on strategies n. 3, 4 and 5.

**Mr. Maratini** then intervened to provide a detailed overview of the goals, strategies and actions that have been proposed within the FORTIS project and are being further developed and applied within CROSSMOBY (also providing pertinent examples and representations from the ongoing analysis). While the goals describe the general objectives and needs to be pursued, the 7 strategies correspond to a list of intervention areas to be addressed through the measures proposed as the last step to concretely achieve the goals at the basis of the CROSSMOBY action plan.

**Mr. Pentucci** focused specifically on the strategy n. 1, whose aim is to identify which are the governance models that can better serve the needs of CB mobility planning, both in specific areas and applied to CB territories more in general. In the case of FVG and Slovenia, this need has been addressed through the creation of informal governance structures such as the GECT and bilateral tables, in which mobility and transport are among the topics discussed.

**Mr. Koblar** intervened to present some updates on the activities carried out by UIRS (PP4) on the accessibility and quality of data related to public transport within the CROSSMOBY reference area. More specifically, thanks to open data and software, a first analysis on the accessibility of the territory of Gorizia was carried out through OpenTripPlanner; this is mainly based on travel time with different means of transport, including PT, cars and on foot.

Then **Mr. Maratini** launched stakeholders' interventions introducing the online form prepared to collect stakeholders' inputs on the most interesting strategies and measures according to their point of view.

The floor went to **Mr. Menegazzo** (Infrastrutture Venete S.p.A.), who highlighted the essential need to address the mobility demand of territories before planning a PT service, in order to ensure its long-term sustainability, as well as the importance of airports to enhance the connection of areas to the rest of Europe and the world. Both topics are matched by the action plan, and specifically by the strategy n. 2, 6 and 7.

**Mr. Angelotti** (FVG) then presented the experience of bilateral tables between FVG and Slovenia, which was a crucial framework to obtain the support for the implementation of CB services, such as the MICOTRA train. Furthermore, he added that other initiatives will be activated in the future, including both train and maritime PT services.

**Mr. Piamonte** (Veneto Region) underlined the importance of inland waterways, which represent a viable solution to offer PT services connecting Veneto and its hinterland.

Then **Mrs. Vanovac** (Slovenian Railways) briefly presented the current offer for CB public transport services of SR, which includes train lines connecting Udine to Ljubljana, Udine to Villa Opicina and Gorizia to Nova Gorica. The aim of the company is to reach an agreement to keep these lines active after the projects' closure, as well as to implement new additional CB services, a goal that is reflected by strategy n. 4 of the action plan.

**Mr. Marušič** (GECT GO) highlighted the effort of GECT GO to implement PT services within its reference area of Gorizia and Nova Gorica, including the construction of new train stations to enhance the accessibility of PT services and strengthen the efficiency of the Transalpine line to satisfy the mobility needs of citizens and tourists.

Then the floor went to **Mr. Fabbro** (ANCI FVG). He claimed that the territory has not fully grasped the opportunities for local development deriving from its cross-border nature. In this purpose, priority should be given to the creation of short-distance PT CB services and the connection of peripheral territories to the main cities and transport hubs. Both aspects are mentioned by the action plan in the measures n. 8, 9 and 10.

**Mr. Tripani** (FVG) briefly presented foreseen activities of FVG in the framework of DRT services. As foreseen by the regional transport plan, the first in-depth testing of a DRT service will be activated in 2022 in two mountain areas, in order to complement and improve the PT offer already available. As underlined by **Mr. Maratini**, these services are becoming more and more central when dealing with mobility in peripheral areas, also due to the more widespread use of ICT tools compared to the past.

**Mr. Kristan** (PRC) then intervened to underline the central role of passengers and their needs when planning PT services with the cooperation of territorial stakeholders, as well as the need to properly promote these solutions, in order to increase their use and ensure their economic sustainability. The strategies more relevant to these topics are the n. 3, 4 and 6.

Then **Mr. Ballarin** presented the results of the survey launched with the roundtable. According to the responses received, the more interesting strategies are n. 3 and 6, followed by strategies n. 4 and 1. As for measures, the most voted one is the n. 8, followed by n. 10, 13 and 14. Two comments were provided, underlining the importance of involving authorities and decision-makers and the need to implement PT services that are efficient and reliable.

**Mr. Maratini** took the floor to introduce the final remarks by **Mr. Angelotti**, who thanked again all stakeholders for their input and partners involved in the organization of the RT. He then closed the meeting at 17:30.

## Highlights

- **Gaps and problems**

- Presence of CB barriers and obstacles, both involving the administrative and legal frameworks, hampering the development of CB services, whose removal has been identified as a priority also at the European level.
- Scarce accessibility of both the main intermodal transport nodes, such as airports, and PT infrastructures, such as the railway line, which should be tackled even by planning the realization of new railway stations where required by the territory.
- General lack of efficient connection of peripheral territories to the main cities and transport hubs located in border regions, such as airports and train stations.
- Insufficient promotion of new services and solutions, which often might result in a scarce use of solutions by users and thus in a low economic sustainability and efficiency, which may lead to the interruption of the service.

- **Challenges to be faced**

- Identify the governance schemes and models that are more suitable to tackle and address mobility planning at the CB level. When models are implemented, another challenge has to do with how to keep these schemes active and functional as a framework supporting the implementation of new PT services, especially in CB territories.
- Carefully assess the mobility demand of citizens and tourists visiting the territory before planning PT solutions, as this results in a higher use of services and strongly supports their economic sustainability, which is essential to keep them active beyond EU projects' lifetime.
- Define a new plan to revitalize and better exploit inland waterways, which represent for some territories an alternative and valid solution to implement new PT services for citizens and tourists.
- Design and implement new DRT service, whose flexible nature is highly efficient to tackle the mobility needs of peripheral and sparsely populated areas, including CB territories.

- **Underlined priorities**

- Among the 7 strategies proposed, those deemed as more relevant by stakeholders are:
  - S3 - Improving the supply of integrated PT services at cross-border level (short distance);
  - S6 - Facilitating the users in performing the sustainable trips.
- As for the 21 measures, those chosen by the highest number of stakeholders are:
  - M8 - Extending and interconnecting existing PT services at borders ("re-sewing");

- M10 - Developing new and innovative services (also including Demand Responsive Transport) in extra-urban and peripheral contexts;
- M13 - Fostering and inter-connecting to rail services along the Venice-Trieste-Ljubljana lines;
- M14 - Fostering and inter-connecting to rail services along the Gorizia-Nova Gorica-Transalpina /Bohinj railway.

● **Addressees for the following steps**

- Gather further feedbacks and input from participants/stakeholders:
  - on the CROSSMOBY action plan;
  - on how to further develop and assign priority to the identified goals, strategies and measures presented in the action plan.
- Organize the CROSSMOBY round table nr. 3.

Keywords highlighted

