

Interreg



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ITALIA-SLOVENIJA



CROSSMOBY

0.3.6.2 - Report sui lavori della piattaforma - report n.3

0.3.6.1 - Poročila o interakcijah platform - report n.3

FINAL RELEASE - ENGLISH VERSION

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Università
Ca' Foscari
Venezia
Dipartimento
di Management



Posoški razvojni center



Euregio Senza Confini¹
Euregio Ohne Grenzen^{mbH}
Certeza-Friuli Venezia Giulia-Veneto
Kärnten-Friuli-Jülich Venetien-Vorarlberg

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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	24/02/2022	VIRTUAL	Virtual	Decisional level

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

The following paragraphs basically report the main outcomes of the **THIRD ROUND TABLE** organized by GECT Euregio Senza Confini r.l. on 24/02/2022 according to what foreseen within the 3.6.1 methodological document already delivered.

1. Agenda & resuming info

CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 3

The CROSSMOBY informative platform: shared data through innovative tool supporting decision making process

24th February 2022

Language of the meeting with simultaneous translation: **ITALIAN/SLOVENIAN**

Platform: **ZOOM** - <https://us06web.zoom.us/j/88167325554> - ID meeting: **881 6732 5554**

14:30 - 14:35	Connection of participants
14:35 - 14:40	Welcome, greetings and presentation of the meeting by EGTC Euregio Senza Confini r.l. and the Lead Partner <ul style="list-style-type: none"> - <i>Massimiliano Angelotti, Friuli-Venezia Giulia Region</i> - <i>Susanna Penko, EGTC Euregio Senza Confini r.l.</i>
14:40 - 14:50	Introducing CROSSMOBY final step: looking forward <ul style="list-style-type: none"> - <i>Andrea Ballarin, EGTC Euregio Senza Confini r.l.</i>
14:50 - 15:15	The main results of CROSSMOBY elaborations: shared platform supporting shared CB goals and strategies <ul style="list-style-type: none"> - <i>Riccardo Maratini, EGTC Euregio Senza Confini r.l.</i>
15:15 - 15:30	Planning CB mobility thanks to shared knowledge and experiences <ul style="list-style-type: none"> - <i>Pier Paolo Pentucci, Ca' Foscari University of Venice</i>
15:30 - 15:45	Assessment of Cross-border public transport accessibility with open data and open-source software <ul style="list-style-type: none"> - <i>Simon Koblar, Urban Planning Inst. of the Republic of Slovenia</i>
15:45 - 15:50	Introducing key questions for further developments <i>Riccardo Maratini/Andrea Ballarin, EGTC Euregio Senza Confini r.l.</i>
15:50 - 17:00	Guided round table with stakeholders on the presented strategy: <ul style="list-style-type: none"> - <i>Luca Piasentier, TPL FVG Scarl</i> - <i>Nicola Tripani, FVG Region</i> - <i>Andrea Menin, Regione del Veneto</i> - <i>Mauro Menegazzo, Infrastrutture Venete S.p.A.</i> - <i>Alessandro Fabbro, ANCI FVG</i> - <i>Mirjana Vanovac, Slovenian Railways</i> - <i>Tadej Lužnik, NOMAGO</i> - <i>Heidi Olenik, Regional Development Centre Koper</i> - <i>Alessandro Puhali, Matjaž Marušič, GECT GO</i> <p><i>Invited audience will discuss anticipated goals and strategies that will be also further explained during the round table.</i></p>
17:00 - 17:15	Wrap up, closing remarks and potential next steps <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.

A couple of round tables were organized in the previous months to gather available data and define priorities at CB level, as well as to share main goals, strategies and measures proposed for the development of a CROSSMOBY Action Plan.

The final round table is therefore aimed at presenting the joint results of the efforts paid in describing the situation and potential solutions as to support further agreements and initiatives aimed at improving CB mobility within the Programme area.

 KEYWORDS	INTERACTIVE & INFORMAL SESSION SELECTED (ACTIVE) PARTICIPANTS BRAINSTORMING ON TECHNICAL ASPECTS SUPPORTING THE STRATEGIC VISION
 OBJECTIVE	ENGAGING STAKEHOLDERS TO SHARE THE RESULTS OF THE EVALUATIONS OCCURRED AND PRESENT THE MAIN OUTCOMES OF DATA ELABORATIONS THROUGH THE PLATFORM IN ORDER TO COLLECT RELEVANT UPDATES AND SUGGESTIONS FROM STAKEHOLDERS FOR FUTURE UTILIZATIONS.
 COORDINATION	PP8 - GECT EUREGIO Senza Confini r.l. LP - Friuli-Venezia Giulia region
 STRUCTURE	TITLE: THE CROSSMOBY INFORMATIVE PLATFORM: SHARED DATA THROUGH INNOVATIVE TOOL SUPPORTING DECISION MAKING PROCESS Main aims of the round table and status of implemented activities <i>Presenting the results of data elaboration through the platform to support any further elaboration and planning, thus launching further potential use or development.</i> Presenting the CROSSMOBY platform and its elaboration potential <i>Presentation of the functionalities of the platform thus launching discussion towards its further potential upgrade</i> Showcasing some examples of elaborations potentially viable with the finetuned platform <ul style="list-style-type: none"> • <i>addressing mobility planning at cross-border level, from policies to practices</i> • <i>updates on accessibility and quality of public transport assessment with open-source software and data</i>

	<p>Guided round table with involved stakeholders on</p> <ul style="list-style-type: none"> - <i>what's missing in the platform</i> - <i>how to efficiently integrate it if necessary</i> - <i>how to finetune its usability/utilization</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>Aspects to be taken into account in the strategies and measures</i> - <i>Accessibility</i> - <i>Open data</i> - <i>Linking to both last mile and long distance (rail) connectivity</i>
	<p>Conclusions</p> <p><i>Steps towards further implementation of the platform as baseline for CROSSMOBY action plan</i></p>

CONNECTION DETAILS

GECT Euregio Senza Confini has invited to a Zoom Meeting:

“CROSSMOBY - STAKEHOLDERS ROUND TABLE Nr 3”

24 February 2022 @ 14:30 CET

To enter to the Zoom Meeting click here:

<https://us06web.zoom.us/j/88167325554>

ID meeting: 881 6732 5554

You can also join form 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>Saul Darù</i>	PP8 - GECT	
<i>Massimiliano Angelotti</i>	LP - FVG	massimiliano.angelotti@regione.fvg.it
<i>Irene Cermeli</i>	LP - FVG	irene.cermeli@regione.fvg.it
<i>Roberta Maccari</i>	LP - FVG	roberta.maccari@regione.fvg.it
<i>Nicola Tripani</i>	LP - FVG	nicola.tripani@regione.fvg.it
<i>Pier Paolo Pentucci</i>	PP2 - UNIVE	pierpaolo.pentucci@unive.it
<i>Simon Koblar</i>	PP4 - UIRS	simonk@uirsi.si
<i>Andrea Menin</i>	Veneto Region	andrea.menin@regione.veneto.it
<i>Mauro Menegazzo</i>	Infrastrutture Venete	
<i>Alessandro Fabbro</i>	ANCI FVG	
<i>Luca Piasentier</i>	TPL FVG Scarl	
<i>Mirjana Vanovac</i>	Slovenian Railways	
<i>Tadej Lužnik</i>	NOMAGO	
<i>Heidi Olenik</i>	Regional Development Centre Koper	
<i>Alessandro Puhali</i>	GECT GO	
<i>Matjaž Marušič</i>	GECT GO	
<i>Ana Aligrudic</i>	CEI	

MINUTES OF THE MEETING

Mr. **Andrea Ballarin** (consultant of PP8, EGTC), took the floor to welcome participants to the third round table of the CROSSMOBY project and to introduce Mr. Massimiliano Angelotti, representing FVG Region (LP), and Mrs. Susanna Penko, representing GECT Euregio senza confini r.l. (PP8), who organized the event.

Mr. **Massimiliano Angelotti** (LP - FVG) took the floor to welcome again all participants and thank the GECT, who organized this series of round tables fostering a fruitful confrontation among territorial stakeholders of the local public transport sector.

The CROSSMOBY project is now in its final phase: thus, it is necessary to take stock of activities implemented and really put into action the strategy developed in its framework, in order to reach an efficient planning of sustainable transport services at the local level.

Mrs. **Susanna Penko** (PP8 - EGTC) then intervened to thank again the participants and everyone involved in the project, also bringing the greetings of Mrs. Sandra Sodini, who was unable to participate to the event. She underlined again the importance of the CROSSMOBY project, whose results have been highlighted in the course of the public event held on the 24th of February. Then, she thanked participants once again and gave the floor to Mr. Ballarin.

Mr. **Andrea Ballarin**, on behalf of GECT Euregio senza confini r.l. (PP8), briefly presented a general overview of the CROSSMOBY project, including its aim, which is to make mobility in the cross-border area more sustainable by investing in environmentally friendly services and modes of transport and in new approaches to mobility planning.

The project activities resulted in a final cross-border action plan, which greatly benefitted from the input and suggestions of the stakeholders of the Programme area. They were of fundamental importance to collect both relevant data and feedback on the strategy - based on the logic of objectives, strategies and measures - developed in the framework of the project.

In this framework, the aim of the third and last round table is to obtain feedbacks and suggestions of selected stakeholders on the 12 recommendations that have been developed as a step forward of the final action plan, as well as on the ICT tools and data elaborations that will be presented in the course of the meeting.

He also introduced the online questionnaire that has been prepared, which will be used to gather stakeholders' input. He then gave the floor to Mr. Maratini.

Mr. **Riccardo Maratini** (consultant of PP8 - EGTC) took the floor to present some of the results and data elaborations stemming from CROSSMOBY activities. He started by highlighting the innovative opportunities arising from ICT tools, especially in the field of transport and mobility, where scattered data obtained from different sources have to be organised in harmonized databases, turning them into information useful for the elaboration of territorial policies and the update of public transport services.

As a matter of fact, data on real traffic flows are of a key importance in the analysis of the mobility demand aimed at offering an adequate number of services to users. In this purpose, information has to be endowed with geo-referenced content, thus leading to the development of Geographic Information Systems (GIS).

However, resources allocated for a full and comprehensive activity of transport modelling are not always enough, thus making it necessary to set realistic goals to be reached with the available funds. This process allows to turn shared data into a shared vision, also through the engagement of stakeholders and a careful analysis of the territorial demand.

In the case of CROSSMOBY, this vision has turned into a concrete action plan based on the logic of objectives, strategies and measures, whose possible applications have been partially tested through pilot activities developed within the project. In addition, the webGIS platform represents a concrete result as well as an extremely useful tool to have a complete overview of the IT-SI cross-border transport framework.

Starting from the insights provided by project activities, several technical recommendations have been drafted, addressing the important topic of data availability concerning the CB transport network as well as available services and mobility demand of citizens of the area.

Mr. **Nicola Tripani** (FVG Region) then intervened to recall the CROSSMOY train linking Trieste and Ljubljana. He underlined that this kind of service is not only serving the needs of cross-border passengers, but also the local mobility needs of citizens.

This aspect should be carefully taken into account when planning cross-border services, as this double purpose has the potential to make them highly financially sustainable, thus enriching the offer of public transport services also at the local level.

Then, the floor went to Mr. **Pier Paolo Pentucci** (PP2 - UNIVE), who intervened to focus on the importance of sharing knowledge and experiences. In this purpose, the webGIS portal will have a huge impact on the possibility to benefit from shared data.

Looking at the FVG-SI cross-border area, it is clear that the population is highly scattered around small municipalities, which makes it even more difficult to provide efficient transport services that are also financially sustainable. The issue has been intensified also by Covid-19 restrictions, making the population of these territories even more isolated.

These areas, in particular, are those where the car dependency ratio is higher. Therefore, it is necessary to enhance the offer of public transport services despite sometimes the lack of economic and financial sustainability of PT services in these territories.

In this purpose, the CROSSMOBY project is highly significant, as it brings the attention on these themes while fostering a fruitful cooperation among both authorities of the territory and relevant stakeholders.

Mr. **Simon Koblar** (PP4 - UIRS) then intervened to briefly present some updates on the tools based on open-data and open-source software developed within the project. More specifically, data have been from OpenStreetMap and the analyses have been based on OpenTripPlanner, which has also been used for the accessibility calculation. At the same time, a database open source, named PostgreSQL, has also been used, while the spatial representation was implemented through QGIS.

In the first place, accessibility needs to be assessed in both directions (i.e. taking into account trips from and towards a given point to be evaluated). In this purpose, the accessibility from/toward 9 cities has been assessed with reference to each portion of the territory, which (to this end) has been subdivided into hexagons of 400 m². In addition, two scenarios have been considered: one with cross border connections (CROSSMOBY pilot train and Gorizia - Nova Gorica international urban bus) and another without cross border connections (CROSSMOBY pilot train and Gorizia - Nova Gorica international urban bus). Moreover, a date (20/12/2020) and a two time windows - one for the morning and one for the evening - have been selected.

On the basis of the different scenarios, travel times between different locations have been calculated, resulting in six categories of accessibility, each corresponding to a range of travel time. According to the maps and data resulting from the elaboration, cross-border connections have a big impact not only on the length and availability of journeys across the border, but also of the local transport offer.

Mr. **Riccardo Maratini** took again the floor to present the 12 recommendations introduced by Mr. Ballarin, who invited again stakeholders to provide their input through the online survey prepared for the occasion. He then launched stakeholders' interventions.

Mr. **Luca Piasentier** (TPL FVG Scarl) took the floor to underline the importance of sharing data on local public transport, which is finally getting the attention it deserves, also thanks to initiatives like CROSSMOBY. In addition, he highlighted the importance of taking into account the mobility demand directly gathered from the territory.

It is also necessary to enhance the already existing connections, eliminating parallel paths to make the most of the available resources. DRT is also essential to complete the mobility offer. Furthermore, this kind of services do not require an analysis of the transport demand, since the implementation of flexible routes already highlights the absence of a structured and regular transport demand.

Therefore, the topic to be highlighted is the sharing of data, starting from information on the demand and assessing which mobility needs are already satisfied. Furthermore, aggregation at the Italian level takes place on the basis of census areas, which allows to obtain concrete lines of mobility desires. In addition, the presence of data related to passengers getting on and off busses at each stop allows the administration to better plan efficient infrastructural investments.

Therefore, data sharing must be truly transversal, and information must be shared with all stakeholders. In this sense, initiatives such as this round table are important to fuel the dialogue between stakeholders and share data and best practices, with the aim of improving the local public transport offer.

Mr. **Andrea Menin** (Veneto Region) took the floor to bring the attention on a best practice implemented in the Veneto region, which is represented by the control room set up in the municipality of Verona to keep track in real time of the use of all the public transport services within the territory of the Municipality.

At the planning level, various regional plans are under elaboration, such as that of cycle paths, ports and inland navigation, which are all themes inherent to the CROSSMOBY project. In addition, the snow plan is also working on developing connections between valleys that are alternative to the use of cars, since the idea of closing the passes in the mountainous areas to the public is currently being evaluated. All these topics, however, require specific databases and geo-localized data, which are often not available. In addition, data are also necessary to check the balance between costs and benefits of projects and foreseen interventions.

In this purpose, initiatives such as the CROSSMOBY project are highly needed, as they bring the attention to the issue of data, implementing the collection and greater systematization of available information.

Mr. **Alessandro Fabbro** (ANCI FVG) intervened to underline the issue of traffic congestion in mountainous areas, which certainly imposes the need to reflect on the efficiency of public transport services available in those areas, which are often not sufficient to answer the mobility demand and the viability needs of these territories.

Even in this case, a harmonized database collecting data on mobility demand is essential to develop services that concretely respond to the needs of citizens and tourists.

Mrs. **Mirjana Vanovac** (Slovenian Railways) took the floor to provide the point of view of Slovenian Railways on CB transport services.

In 2018, the CROSSMOBY train between FVG and SI has been established, also thanks to the support of the FVG region and the Slovenian Ministry for transport. Since then, the number of passengers on this line has been gradually increasing in both directions, with about 25,000 users boarding on this train to cross the border in 2019.

Unfortunately, the service has been stopped in 2020 due to Covid-19 restrictions. In addition, the issue of financial sustainability has been raised, as the Slovenian railways was not able to sustain costs related to the service without the support of EU funds. The problem has been solved through the division of the train journey in two segments starting from Villa Opicina, where passengers are required to change wagon, moving from that of Slovenian railways to those owned by the FVG region.

Then the floor went to Mr. **Alessandro Puhali** (GECT GO), who highlighted the opportunities offered by the nomination of Gorizia-Nova Gorica as the European capital of culture. As a matter of fact, this is an important occasion to develop efficient public transport services and infrastructures supporting a sustainable mobility, including cycle paths to visit the territory in an eco-sustainable way.

In this purpose, the transalpine railway line will have an essential role in providing sustainable mobility options at the regional level, but at an international level, serving as a tourist corridor connecting Italy to all of Eastern Europe.

Mr. **Matjaž Marušič** (GECT GO) took the floor to underline some aspects that had been partially mentioned already, such as the analysis of demand and the need to optimize

existing connections to avoid inefficient routes and journeys. In this sense, the railway connection between Gorizia and Nova Gorica, although partially covered by existing bus lines, adds a further step, as it joins the railway network of two different countries.

However, a major drawback is represented by the lack of data related to daily commuters travelling in the area of Gorizia and Nova Gorica, as well as to the flows of daily tourists crossing the border between Italy and Slovenia.

The question that arises is whether it makes sense to try to obtain these data and postpone interventions that should have already been carried out. In some cases, it would be more logical to start from what is already known about the territory to make the offer closer to the mobility needs of the area.

In Slovenia, the main problem is the frequency of public transport, which is unable to meet users' needs. In general terms, the potential of public services must be better exploited starting from the analysis of the mobility demand.

Mr. **Tadej Lužnik** (NOMAGO) intervened to remind that the collection of data is useful when it has a clear and concrete objective.

As a transport operator, NOMAGO shares the points raised by Mr. Piasentier, as the local public transport must address the issue of sustainability, avoiding the implementation of services and journeys that are in fact useless.

In any case, it is necessary to reflect on how to guarantee a higher frequency of public transport in peripheral and rural territories, even for shorter routes. In this purpose, a 20% increase in frequency is planned for public transport in Slovenia for the next programming period, which will partly answer the mobility demands of those areas.

There are many initiatives that are going in the right direction, including activities carried out in the framework of EU projects, which have provided evidence of the success of a public transport service that is based on data and on the actual demand of the population.

Mrs. **Heidi Olenik** (Regional Development Centre Koper) took the floor to briefly present the pilot activities implemented by the Regional Development Centre of Koper in the framework of CROSSMOBY, which contributed to shed light on the mobility needs of sparsely populated and rural areas, making the most of available resources.

As a matter of fact, some of the services proposed (including the bike sharing) have been widely appreciated by users and will be implemented also in the next years through own resources.

Then the floor went to Mr. **Massimiliano Angelotti** (LP - FVG), who highlighted the importance of the CROSSMOBY project and of CB public transport services, a topic that is at the centre of the FVG-SI bilateral working tables that are currently ongoing.

Then, he thanked again the GECT Euregio senza confini r.l. for the cooperation and organization of the event, as well as all the project partners and stakeholders who took the time to intervene and concretely bring their input to the conversation.

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Mr. **Andrea Ballarin** took the floor to briefly present the results of the survey launched with the roundtable. In general terms, almost all recommendations proved to be relevant and appropriate, collecting quite high scores. More specifically, the highest scores were obtained by:

- R1 - Fostering multi-level governance framework at cross-border level;
- R2 - Shared data and technical analyses for appropriately supporting the transport planning decision process;
- R8 - Promoting an integrated ticketing system;
- R4 - Developing flexible and cost-effective solutions for low-demand and rural areas (DRT);
- R6 - Rail services fostering cross-border accessibility.

Only a few recommendations reached an average of 3 points, thus highlighting the need to be further finetuned according to stakeholders' suggestions.

Then, he thanked again all participants for their contribution and closed the round table at 17:30.

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. 3 – The CROSSMOBY informative platform: shared data through innovative tool supporting decision making process 24/02/2022 – ZOOM – 14.30-17.30
Participants list	
	See the formal minutes of the RT.
List of documents provided and related content brief description	
	<p>PPT “01_BALLARIN” – Introducing CROSSMOBY final step: looking forward.</p> <p>PPT “02_MARATINI” –The main results of CROSSMOBY elaborations: shared platform supporting shared cross-border goals and strategies.</p> <p>PPT “03_PENTUCCI” – Planning cross-border mobility thanks to shared knowledge and experiences.</p> <p>PPT “04_KOBLAR” – Assessment of cross-border public transport accessibility with open data and 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. Penko** intervened to remark the importance of the CROSSMOBY project, whose results have also been presented in the public event held on the 24th of February.

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 in the development of the action plan and the general aim of the third round table, which is to obtain the input of selected stakeholders on the 12 recommendations that have been developed as a step forward of the action plan.

Mr. Maratini then intervened to present some of the results of CROSSMOBY, also providing pertinent examples of data elaboration from the ongoing analysis. Starting from the essential role played by data, he emphasized the need to properly collect them through a harmonized database as well as to elaborate them through a structured modelling framework, where information on mobility demand and offer are turned into geo-referenced content. This process allows to turn data into a shared vision, which for CROSSMOBY is represented by the final action plan and technical recommendations.

Mr. Tripani (FVG Region) briefly intervened to underline the double purpose served by cross-border transport services, which allow to concretely cross the border but are also useful to satisfy local mobility needs of citizens scattered along their routes.

Mr. Pentucci then focused on the importance of sharing knowledge and experiences. In this purpose, the webGIS portal will have a huge impact on the possibility to benefit from shared data. From a first analysis, it is clear that the population of the FVG-SI area is highly scattered around small municipalities, which makes it even more difficult to provide efficient transport services that are also financially sustainable. In this purpose, CROSSMOBY is highly significant, as it brings the attention on this issue while fostering a fruitful cooperation among authorities and relevant stakeholders.

Mr. Koblar briefly presented some updates on tools based on the open-data and open-source software developed within the project. With reference to 9 cities, two scenarios have been analysed, one offering cross-border connections and one without. Travel times for two time windows were calculated and divided in 6 categories. According to the results of the elaboration, CB connections have a big impact not only on journeys across the border, but also on the local transport offer.

Then **Mr. Maratini** presented the 12 recommendations and launched stakeholders' interventions, also introducing the online form prepared to collect stakeholders' inputs.

The floor went to **Mr. Piasentier** (TPL FVG Scarl), who highlighted the importance of sharing data on local public transport with all the relevant stakeholders and authorities. In addition, starting from the analysis of demand, available services should be optimized

eliminating parallel routes and supporting DRT options for citizens of sparsely populated areas, as in the case of the Northern part of FVG where a pilot on DRT will start soon.

Mr. Menin (Veneto Region) then presented the experience of Verona, which set up a control room to keep track of the use of all the public transport services within the territory of the Municipality. Various regional plans are under elaboration, all requiring databases and geo-localized data that are not always available. Hence the importance of CROSSMOBY, which brings the attention to data collection and systematization.

Mr. Fabbro (ANCI FVG) underlined the issue of traffic congestion in mountainous areas. It imposes the need to reflect on public transport services available in those areas, which are often not sufficient to answer the mobility demand.

Then **Mrs. Vanovac** (Slovenian Railways) briefly reminded the importance of the CROSSMOBY train established again in 2018. Since then, the number of passengers has been gradually increasing, with about 25.000 users crossing the border in 2019. After the stop of the service due to Covid-19, the issue of financial sustainability has been now solved through the use of train wagons of both Slovenian railways and FVG Region.

Mr. Puhali (GECT GO) highlighted the opportunity offered by the nomination of Gorizia-Nova Gorica as the European capital of culture. In this framework, the transalpine railway line will have an essential role in providing sustainable mobility options at the regional and international level, serving as a tourist corridor to reach Eastern Europe.

Then the floor went to **Mr. Marušič** (GECT GO). He reminded the importance of analysing demand in order to optimize existing connections and avoid double services. However, a major drawback is represented by the lack of data related to commuters travelling in the area of Gorizia-Nova Gorica, as well as to the flows of daily CB tourists. Despite the lack of accurate information, in some cases it would be logical to start from what is already known about the area to make the offer closer to the mobility demand.

Mr. Lužnik (NOMAGO) intervened to remind that it is necessary to reflect on how to guarantee a higher frequency of public transport in peripheral and rural territories, even for shorter routes. In this purpose, a 20% increase in frequency is planned for public transport in Slovenia for the next programming period, which will partly answer the mobility demands of those areas.

Mrs. Olenik (Regional Development Centre Koper) briefly presented the pilot activities implemented by the RDCK in the framework of CROSSMOBY, which contributed to shed light on mobility needs of sparsely populated areas, making the most of available funding. Some of the services proposed, in fact, will be kept active even in the next years.

Mr. Angelotti briefly highlighted once again the importance of the CROSSMOBY project and of CB PT services, a topic that is at the centre of the FVG-SI bilateral working tables.

Then **Mr. Ballarin** presented an overview of the results of the survey launched with the roundtable. According to respondents, almost all recommendations proved to be relevant and appropriate, while only a few obtained a lower score and need to be further

finetuned. Then he thanked again all participants for their effort and closed the meeting at 17:30.

Highlights

- **Gaps and problems**

- Lack of harmonized and optimized databases gathering data on transport and mobility obtained from different sources.
- In some cases, lack of basic data on the mobility offer and demand as well as on traffic flows, making it impossible to have an overview of the current transport situation of a specific territory and carry out cost-benefit analyses.
- Insufficient frequency of public transport services in rural and peripheral areas.
- Lack of local public transport options serving the needs of both citizens and tourists, as demonstrated by travel times obtained by data elaborations carried out through the CROSSMOBY open-source software.
- Traffic congestion in mountainous territories, which imposes the need to reflect on the efficiency of public transport services available in those areas.

- **Challenges to be faced**

- Assessment of 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.
- Structure of the mobility demand in the Programme area, which presents mainly small municipalities and sparsely populated areas, making it even more difficult to provide efficient transport services that are also financially sustainable.
- Optimization of existing local transport services through the elimination of journeys that are less used and similar routes.
- Design and implementation of efficient DRT services that are also financially sustainable.
- Planning of cross-border services that are not only useful to cross the border between two countries, but also to serve local mobility needs of citizens scattered along their routes.
- Provision of efficient and sustainable local transport options – especially through the trans-alpine railway line – allowing citizens and tourists to visit Gorizia-Nova Gorica, nominated as the European capital of culture.

- **Underlined priorities**

- Among the 12 recommendations proposed, those considered as more relevant by stakeholders are:
 - R1 - Fostering multi-level governance framework at cross-border level;
 - R2 - Shared data and technical analyses for appropriately supporting the transport planning decision process;
 - R8 - Promoting an integrated ticketing system;

