O.3.6.1 - Predisposizione dello schema di interazione della piattaforma degli stakeholder

O.3.6.1 - Interaktivna shema vzpostavitve čezmejne platforme interesnih skupin

FIRST RELEASE – ENGLISH VERSION

Version: N.2, Final

Author: PP8 – GECT Euregio Senza Confini r.l.

Date: 15/02/2021

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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 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.

Moreover, ATT6 is strictly connected and complementary to ATT5 *("Analisi e strumenti a supporto della definizione di un quadro di riferimento strategico transfrontaliero / Analiza čezmejnega strateškega okvira in orodja"*) and ATT7 (*"Piano d'azione strategico transfrontaliero / Čezmejni strateški akcijski načrt"),* which are respectively providing an overall and unifying framework at cross-border level based on a thorough data collection and analysis, and a common vision on the strategic perspectives on mobility at cross-border level to be pursued through a dedicated Strategic Action plan (O.3.7.2).
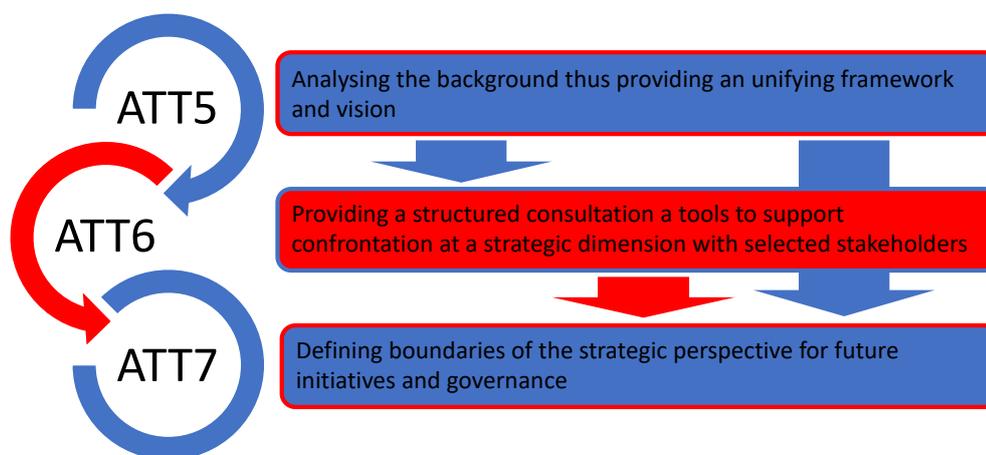
Figure 1 – ATT6 positioning within WP3.1 overall logical framework

Then, ATT6 is practically representing the *trait d'union* between the other two activities of WP3.1 (i.e. ATT5 and ATT7) as far it is providing both the methodology for consultation with stakeholders as well as the graphical support to the discussion leading to the definition of the strategic vision to be conveyed into the action plan, thus consequently supporting and orienting key issues for the new programming period.

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1. Introduction

The present document is providing the schematic structure of the foreseen interactions with stakeholders to be involved in order to finetune the platform to be accomplished in ATT5 as well as to set the basis for the development of the following ATT7.

It is in particular including:

o   The **round table** (**RT**) approach and organization

o   The overall **stakeholder dimension** approach and principles of **involvement**

o   The principles guiding the **graphic and map representations** to support consultation

o   The overall logic of the **strategic action plan** development

2. Overall approach

Before going into detail, it is necessary to briefly recap the overall structure of ATT6 as well as of the main interactions interlinking ATT5 and ATT7. More in particular, the following scheme is summarizing such connections.

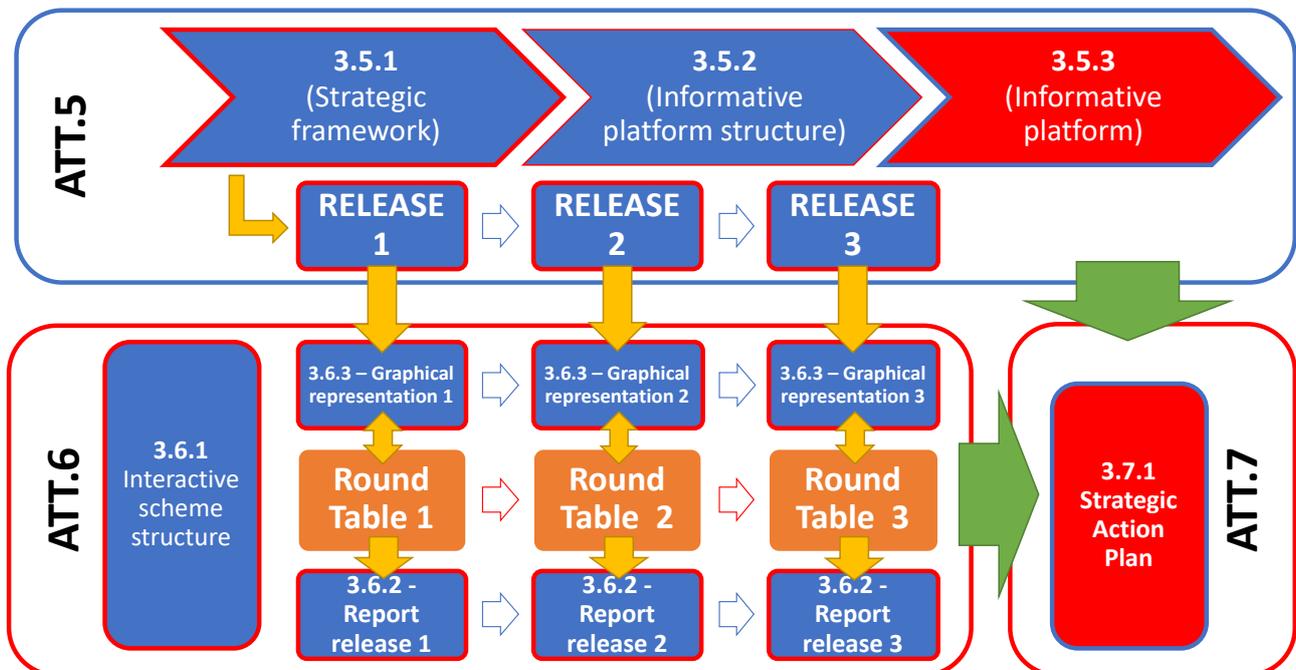*Figure 2 – ATT6 overall structure and positioning with reference to the other activities of WP3.1*

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As illustrated into the scheme, the core activity of ATT6 is the organization of the **round tables** that are basically representing the stakeholder platform forum that will allow the smooth consultation of relevant actors of the different territories, thus leading to the strategic dimension expected in ATT7.

Considering that round tables are going to be organised with the main purpose of **involving relevant stakeholders**, the related process allowing their identification is also being part of the interactive scheme to be developed and properly described.

Moreover, while the outcomes of each consultation are going to be further exploited thanks to their **appropriate reporting** on the basis of a homogeneous and shared methodology or template, the **graphic documentation to be provided as a basic matter of discussion** during the different round tables will be realized within the framework of ATT5 and hereby explained in its logistics terms.

3. The round table approach & organization

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

Considering the situation that we are currently facing in terms of pandemic, while the first RT will be necessarily organized in virtual mode, the second and third ones – depending on the future developments – could also be organized in person. The following paragraphs are briefly resuming

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RT proposed structure and functionalities that are going to be organized according to a specific the format (**Annex 1**).

3.1. Round table structure

The following table is in particular representing the proposed structure and basic principles of each round table to be organized, where some highlights are provided in terms of suggestions as to be both as concrete and functional as possible.

More in particular the following elements have to be considered in the organization of each round table:

KEYWORDS	○ *INTERACTIVE & INFORMAL SESSION* ○ *LIMITED NUMBER OF SELECTED (ACTIVE) PARTICIPANTS (10-15)* ○ *BRAINSTORMING* ○ *TECHNICAL NATURE*
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	**TITLE:** *TO BE PROPOSED* **MAIN ARGUMENTS** 　Introducing the main aim of the round table 　Presenting the platform concept and its beta version/first outcomes 　Round table with involved stakeholders with questions & answers 　Thematic focus to be taken into consideration as to stimulate discussion with invited stakeholders: 　Conclusions/next steps
SCHEDULING	*2 HOURS MAXIMUM* *Possible to be paired with other events/meeting but need to keep separated timing.*
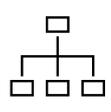
Figure 4 – Proposed general structure of RT to be organized

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3.2. Round table organization

In order to correctly prepare invited stakeholders to be ready for appropriate discussion, the following steps are hereby described in the following schematic structure.
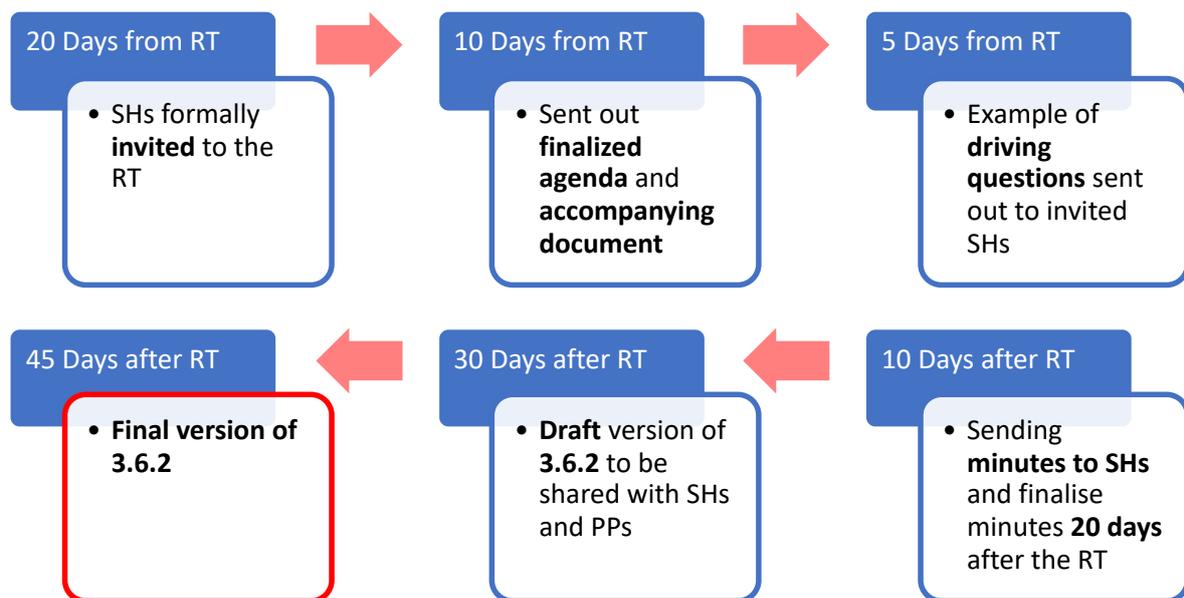
20 Days from RT	10 Days from RT	5 Days from RT
• SHs formally **invited** to the RT	• Sent out **finalized agenda** and **accompanying document**	• Example of **driving questions** sent out to invited SHs

45 Days after RT	30 Days after RT	10 Days after RT
• **Final version of 3.6.2**	• **Draft** version of **3.6.2** to be shared with SHs and PPs	• Sending **minutes to SHs** and finalise minutes **20 days** after the RT

Figure 5 – Proposed structure of RT involvement process and reporting

o   A **formal invitation** to selected stakeholders indicatively **20 days** before the date settled for the RT to have confirmation of participants

o   At least **10 days** before the RT, the **finalized agenda** of the event shall be sent out to invited stakeholders together with an **accompanying document** representing in brief (1-2 pages maximum) the project, its state-of-play, the main aim of the RT and the expectations on such consultation (**Annex 2**).

o   At least **5 days** before the RT, a list of potential **driving questions/points to be discussed** shall be sent out to invited stakeholders in order to make up their mind on some of the questions that should be used in order to drive the discussion during the RT.

o   Within **10 days** after the RT took place, **minutes** of the discussion shall be shared with participating stakeholders together with any presentation occurred during the RT in order to have any potential additional feedbacks. At least **10 days** should be left for this further consultation.

o   Within **20 days** after the RT took place, finalised minutes shall be released and shared.

o   Within **30 days** after the RT took place, a formal document resuming the main results of each consultation and formally representing **3.6.2** (see following paragraph) should be released to partners for consultation. **10 days** are going to be left as to collect any further feedback or integration from formalizing the achievement of releases.

o   Within **45 days** after the RT took place, a finalized version of 3.6.2 (related to the specific event) shall be released.

3.3. Round table reporting (3.6.2)

Considering the strategic perspective that the consultation should lead to, a more detailed focus has to be dedicated to the way of drafting and communicating its results. Those are in particular to be reported within one of the expected deliverables of ATT6 of CROSSMOBY project and, in particular, within the 3.6.2 "*Report sui lavori della piattaforma / Poročila o interakcijah platform*".

In fact, this report is going to be fundamental in order to finetune the outcomes as well as to underline the key themes discussed that are then going to be an important repository asset to organize the strategic dimension to be proposed into ATT7. In this purpose, the table reported below is resuming the main elements that have to be highlighted as to convey the results of the consultation in the most appropriate way.

	Paragraphs
1	Basic information on the organisation and set-up of the RT
2	Participants list
3	List of documents provided and related content brief description
4	Minute of the meeting in brief
5	Highlights in terms of: - Gaps and problems - Challenges to be faced - Underlined priorities - Addressees for the following steps
6	Keywords highlighted (e.g. word cloud or similar)

Figure 6 – Proposed main structure of 3.6.2

Such textboxes are then going to be part of the 3.6.2 template report attached (**Annex 3**) that is expected (within 45 days after each RT) to both provide the evidence of the result of the consultation as well as by testifying the achievement of expected deliverables.

4. The stakeholders dimension

Consultation with the main stakeholders is being considered strategic since the very first design stages of CROSSMOBY project. In particular, discussions with local stakeholders are going to represent a key aspect as to receive and collect relevant feedbacks on how to further assess the web-based platform of ATT5 as well as to start defining shared principles to be transferred into the action plan on cross-border mobility expected in ATT7.

An appropriate involvement of stakeholders will mean to unlock synergies that are particularly needed when considering the cross-border dimension to be involved.

4.1. Stakeholders mapping

In order to appropriately address the relevant actors to be involved in the RTs and, more in general, in the CROSSMOBY strategic action plan development process, a thorough stakeholders mapping is a fundamental pre-requisite. The concrete outcome of this activity is represented by the stakeholders table provided in draft in **Annex 4.** n this purpose, in the present paragraph the main categories of relevant stakeholder (for the purposes of the present activity) are briefly reported.

Furthermore, it is to underline that a more detailed analysis of the governance framework to which the stakeholders belong is reported since the first release of the O.3.5.1 "*Report sul quadro di riferimento strategico transfrontaliero / Poročilo o čezmejni strateških okvirih*" (to which the reader is invited to refer for a more comprehensive description).

In particular, the main different categories to be involved are listed in the following points:

- **EU level** – which provide an overall framework for shared transport strategies and regulations and encompasses
  - the following Directorates:
    - Directorate-General Mobility and Transport (DG MOVE) - the Commission responsible for EU policy on mobility and transport;
    - Directorate-General for Regional and Urban Policy (DG REGIO), with particular reference to unit D2 "Interreg, Cross-Border Cooperation, internal

borders" is in charge of the implementation of Cross-Border Cooperation programmes (Interreg).

- o The fora and coordination platforms of the two TEN- T Core Network Corridors passing through the IT-SI CB area:
    - Baltic-Adriatic Corridor;
    - Mediterranean Corridor.
- The EU **Macro-regional** strategies that are pertinent to the IT-SI CB area:
    - o EUSALP - EU Strategy for the Alpine Region
    - o EUSAIR - EU Strategy for the Adriatic-Ionian Region
    - o EUSDR - EU Strategy for the Danube Region
- On the basis of each National legislative system, different **administrative levels** (ranging from the National one to the municipalities) make up the institutional framework. With particular reference to the IT-SI CB Programme area, the different existing typologies and the corresponding numbers of bodies are summarised by the following table.

LEVEL	ITALY			SLOVENIA
National (NUTS 0)	Ministry of Infrastructures and Transport			Ministry of Infrastructure
Regional (NUTS 2)	Veneto Region		FVG Autonomous Regions	-
Provincial (NUTS 3)	Metropolitan City of Venice	Provinces [0]	EDR [4]	-
Municipal (LAU)	Municipalities [44]	Municipalities [0]	Municipalities [215]	Municipalities [70, including 4 "mestne občine"]

Figure 7 – Overview of the different administrative levels identified in relation to the CB area of the Programme

- Regional **development agencies**/centres, with particular reference to the institutions established in order to promote business and economy development in the Slovenian NUTS 3 regions;
- Other **sectorial agencies** addressing relevanta and synergic themes such as tourism;
- European Grouping of Territorial Cooperation (**EGTCs**), with particular reference to the two existing within the IT-SI area:
    - o the EGTC "Euregio Senza Confini r.l.- Ohne Grenzen mbH", which is the two Italian regions involved in the IT-SI Programme plus the neighbouring area of Austria;

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- o the EGTC "Territory of municipalities: Municipality of Gorizia (IT), Mestna občina Nova Gorica (SI) and Občina Šempeter-Vrtojba (SI)", which is specifically involving the more local dimension of on the IT-SI border.
- **Transport operators** and **infrastructure managers** taking into account the different modes of transport:
  - o Road – with particular reference to public transport services, including the following numbers
  - o Rail transport operators (including regional ones in the Italian context) in charge of the two different aspects of railway infrastructure managemet and passenger services operation;
  - o Waterborne – including public transport operators operating within each regional context as well as international services (esp. the seasonal lines linking Trieste with destinations in the Istrian Coast).

4.2. Differentiating stakeholders involvement

Within the overall set of identified stakeholders, a selected group will take part directly into the RT, thus providing feedback and actively contributing the CROSSMOBY strategic action plan development.

In this purpose, a difference is to be underlined with reference to the three RTs (apart from the fact of being carried out either as virtual meeting or in presence). In fact:

- the **first** one will be characterised by a mainly technical character while
- the **second** and (especially) the **third** ones are much more oriented towards the discussion of strategics aspects and involving the decisional/institutional level.

RT1
- Basically technical representatives of the SHs invited

RT2
- Mix of technical and decisional level

RT3
- Decisional / Institutional level
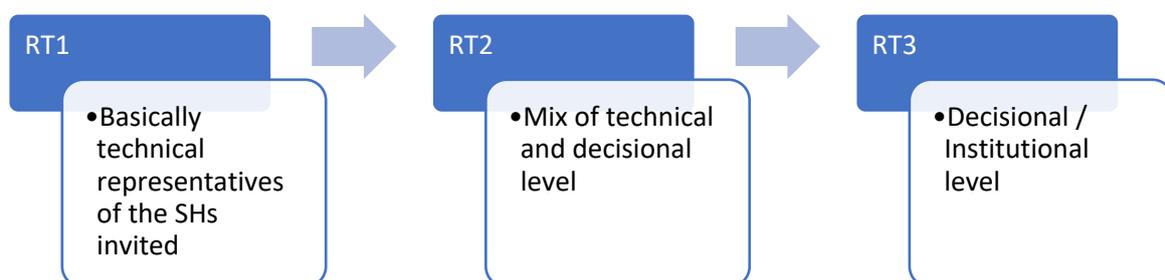
Figure 8 – Differentiated RTs stakeholder involvement

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This differentiation is also related to the fact that the first one is meant to address the discussion of technical aspects on data availability, related analysis and their potential usage and representation, while the following ones will be more focusing on the feedbacks for the development of the WP 3.7 deliverable (esp. the Strategic Action Plan).

Nonetheless, it is important that a continuity and coordination in the involvement of specific bodies is kept throughout the whole stakeholder involvement process, which is not limited to the RT. In fact, it encompasses different exchanges (via email, calls etc.) and also other project meetings. In this purpose the stakeholders table (**Annex 4**) is meant to provide a general overview thus supporting the coordination of these involvement activities at project level.

5. Supporting documentation (3.6.3)

When dealing with a consultation, it is fundamental to clearly define which are the purposes of the researched dialogue as to properly target and address the discussion. In this purpose, supporting documents are also playing a strategic role as far as they're providing the key element of discussion.

5.1. Graphical representations: guiding principles

In order to facilitate and stimulate the stakeholders' discussion and evaluations, a particular deal is paid to deliver effective graphic representations, thus facilitating a clear understanding of the analysed area transport system as well as of the activities and objectives of the CROSSMOBY project.

In this purpose:

o **before the RT**, stakeholders will be provided with:

- accompanying document realized according to **Annex 2**;

- driving questions to frame the potential framework of the discussion to be held during the RTs

o **while during the RT**, stakeholders will be provided with:

- dedicated presentations, thus introducing the themes to be discussed;

- visualization/representations from the to-be realized webGIS platform which are going to drive the concrete discussion to be held during the round table

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More in particular, these last ones have to be furthermore described, being the core issue of the discussion as well as of the graphical representations to be delivered according to the AF and that are going to be grouped in a dedicated "RT-set", thus testifying the efforts of this specific interacting activity (i.e. 3.6.3).

In this purpose, a dedicated webGIS is being developed in order to provide a complete and effective representation of the main themes of the transport system. In fact, the webGIS is making accessible through the web a map representation endowed with user-friendly interfaces and effective graphical representations of contents stored in the information system developed in O.3.5.2 and analysed through within the O.3.5.1.

In this purpose, the webGIS is providing georeferenced representations of themes in terms of different georeferenced layers (see the following figure). Moreover, the interface will be endowed with the typical functionalities allowing to interactively analyse the information stored in each layer by panning, zooming, selecting as well as displaying specific data about a feature selected by the user. Effective thematic representation of each layer (meant to visualise different relevant aspect will be described through legend and further information will be provided through pop-ups or other short information boxes. Moreover, the main layers with the themes analysed by CROSSMOBY will be visualised as foreground layers on top of general-purpose representations of the geographic morphology of analysed area (background layers) in order to facilitate the user in understanding the location of the analysed features. The webGIs will be provided with information according to the Programme languages (Italian and Slovenian) and English.

Moreover, the webGIS will also act as portal and entry point to the different contents developed within the project by displaying, within the overall geographical framework, the location and some key data of different analyses and focuses as well as pilot activities carried out within the overall project. Hence, it will support technically the role of unifying platform of 3.5. In this purpose, along with briefly displaying key data of other specific activities, it will link or make reference to their respective actual detailed contents (thus inviting the users to further deepening through the pertinent deliverable/ output).Being accessible through a web URL (i.e. thus being reachable from any device that has an internet browser and an internet connection), the webGIS will be available to be consulted by stakeholder not only during the RT (when it will be presented and used as a key supporting element to the discussion) but also for desk research and analyses outside of the RTs.

The technical details on the actual implementation, the information content to be displayed and related design of the webGIS will be provided through the technical description of the 3.5.2 and 3.6.3 outputs. Nonetheless, it is to underline here that a distinctive character of the webGIS is to provide support to a specific user category and purpose: stakeholders performing analyses and discussions about the transport system strategic dimension.

Obviously, this implies a specific approach in the design and characteristic of the webGIS, for instance, in terms of potential number of users, typology and content of the information to be displayed (e.g. the focus will not be on real time or detailed information as in the case of infomobility tools for final users of the transport system).
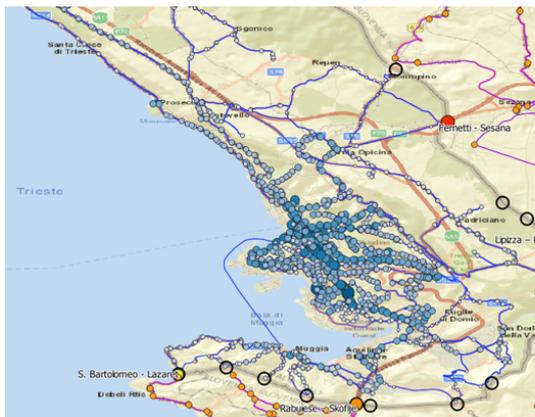

Figure 9 – Example of thematic representation of a layer
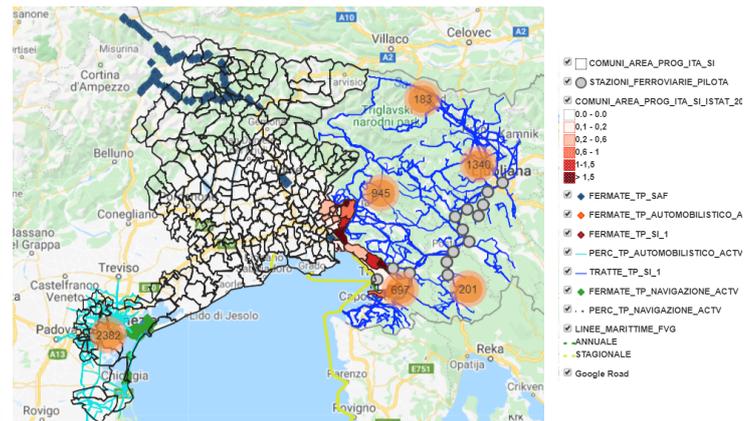

Figure 10 – Basic example of a draft webGIS with different layers

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6. The strategic action plan development (ATT.7)

Considering that the strategic approach (ATT7) of the project is to be developed also according to the results of the consultation with the stakeholders invited to the round tables, as well as through the direct involvement and contribution of the whole set of partners and associated partners of CROSSMOBY project, the document providing such elements should be considered as a dynamic and iteratively developed one.

Moreover, the stakeholder's involvement is being carried out both within and outside the round table events, thanks to a collaborative dialogue to be supported by the whole partnership. In this purpose, the Cross border strategic action plan (**O.3.7.1** - *Piano d'azione strategico transfrontaliero (documento preliminare/metodologico+ documento finale) / Čezmejni strateški akcijski načrt (predhodni/metodološki dokument + končni dokument*) foresee the release of a **preliminary version** as well as a **final one**, which is basically **paired with** the release of dedicate recommendations for streamlining the planning process of selected interventions (**O.3.7.2** - *Raccomandazioni per lo sviluppo unitario degli interventi finalizzati a migliorare la mobilità a livello transfrontaliero / Priporočila za racionalizacijo načrtovalnega procesa posameznih ukrepov*).

While the development process of these documents is briefly resumed in the following explanatory scheme, their development is part of dedicated activities to be realized in parallel to the round table implementation.

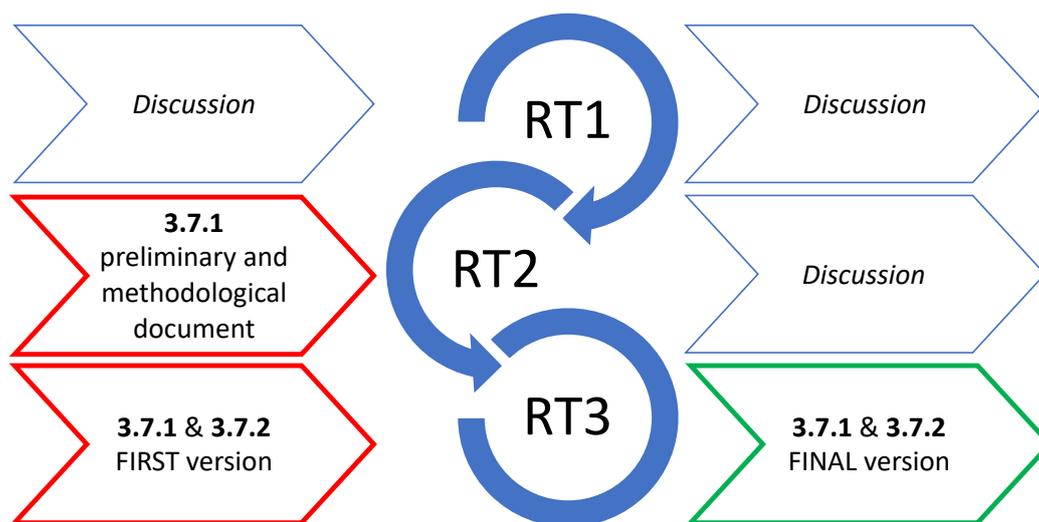*Figure 11 –Development process of the CROSSMOBY strategic approach (ATT7)*

ANNEXES

- Annex 1 – Format of RT agenda
- Annex 2 – Example of resuming info to be produced to invited SHs
- Annex 3 – Template of 3.6.2 report
- Annex 4 – Draft stakeholder table

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CROSSMOBY
STAKEHOLDERS ROUND TABLE Nr 1
TITLE
DATA

Language of the meeting with simultaneous translation: ITALIAN/SLOVENIAN
Platfom: XXXXXXX

CONNECTION INFORMATION

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** - *Friuli-Venezia Giulia Region* - *EGTC Euregio Senza Confini r.l.*
15:10 – 15:20	**The key role of stakeholders: main aims of the round table** - *EGTC Euregio Senza Confini r.l.*
15:20 – 17:20	**The platform concept: representations introducing guiding questions:** - *EGTC Euregio Senza Confini r.l.* **Focusing on specific themes thus stimulation discussion from different points of view:** - *Urban Planning Institute of the Republic of Slovenia* - *Ca' Foscari University of Venice* **Round table with invited stakeholders:** - SH, 1 Xxxxxxxx - SH, 1 Xxxxxxxx - SH, 1 Xxxxxxxx - SH, 1 Xxxxxxxx - SH, 1 Xxxxxxxx
17:20 – 17:30	**Closure and launch for next RT** - *Friuli-Venezia Giulia Region* - *EGTC Euregio Senza Confini r.l.*

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ANNEX 2 - Example of resuming info to be produced to invited SHs

The CROSSMOBY project @ a glance
Brief text of 10 lines describing the project and its activities and objectives.

The RT concept
Brief introductory text of 10 lines describing the approach needed for the RTs.

Who's participating
Some baseline info on who's going to participate to the RT

Aims of the consultation in brief and expected results
Some baseline info on who's going to participate to the RT

Any practical info on the RT
Any practical tips on participating to the RT

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ANNEX 3 - Template of 3.6.2 report

Basic information on the organisation of the RT
Resuming info about the specific event: when, where, what …

Participants list
List of participants

List of documents provided and related content brief description
Overview of documents and presentations that were presented and discussed as to highlight the starting point

Minute of the meeting in brief
Reporting the main points coming from the minutes already shared with SHs

Highlights
Resuming main results of the consultation with reference to the following aspects: - *Gaps and problems*   - *Challenges to be faced*   - *Underlined priorities*   - *Addressees for the following steps*

Keywords highlighted
Graphical impacting representation of key themes/words through something like word clouds or similar

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ANNEX 4 - Draft stakeholders table

LEVEL	CATEGORY	STAKEHOLDER'S NAME	FROM	NAME & SURNAME	POSITION	INTERNAL / EXTERNAL TO THE PARTNERSHIP	RT1 ITA	RT1 SLO	RT2 ITA	RT2 SLO	RT3 ITA	RT3 SLO	OTHER EVENTS
							To be drafted according to the different level of involvement and feedback						
EUROPEAN	EU Commission	DG REGIO	GECT	Ricardo FERREIRA		EXTERNAL					1		
	EU Corridors	MED	GECT	Wojciech SOPINSKI		EXTERNAL					1		
	EU Corridors	BAC		?									
	EU Association	Commitee delle Regions		?									
NATIONAL	Slovenian national level	Ministry of Infrastructure	UIRS	Polona Demšar Mitrovič	Directorate for Sustainable Mobility and Transport Policy	EXTERNAL		1					
			UIRS	Darko Trajanov	Head of Directorate for Sustainable Mobility and Transport Policy	EXTERNAL				1		1	
				?									
	Italian national level	Ministry Infr. & Trasp.	GECT	Enrico PUJIA	Director of Department	EXTERNAL					1		
				?									
REGIONAL	FVG Region	Giunta regionale FVG	FVG	Graziano PIZZIMENTI	Regional Minister	INTERNAL					1		
		Direzione infr. e terr. TPL	FVG	Enzo VOLPONI	Director of Department	INTERNAL	1						
		Direzione relazioni internazionali	GECT	Sandra SODINI	Director of Department	INTERNAL							
		Direzione infr. e comunicazione	FVG	Luca MESTRONI	Technical Expert	INTERNAL	1						
	Veneto Region	Direzione Infrastrutture	GECT	Marco D'ELIA	Director of Department	EXTERNAL					1		
		Direzione Infrastrutture	GECT	Alberto PIAMONTE	Technical Level	EXTERNAL	1						
		Direzione relazioni internazionali	GECT	Luigi ZANIN	Director	EXTERNAL							
		Direzione statistica		?									
				?									
				?									
LOCAL ADMINISTRATIONS	Metropolitan City	CMVE - Area trasporti e logistica	GECT	Nicola TORICCELLA	Director of Department	EXTERNAL	1						
	Municipalities	Municipality of Trieste	FVG	Paola CAPON	Technical Level	EXTERNAL							
	Municipalities	Municipality of Gorizia	UIRS	Rodolfo ZIBERNA	Mayor	EXTERNAL							
	Municipalities	Municipality of Nova Gorica	UIRS	Klemen MIKLAVIČ	Mayor	EXTERNAL						1	
	Municipalities	Municipality of Nova Gorica	UIRS	Aleksandra Torbica	Technical Level	EXTERNAL		1					
	Municipalities	Municipality of Koper		?									
	Municipalities	Municipality of Muggia		?									
	Municipalities	Comune di Venezia	UNIVE	Roberto di Bussolo	Dirigente Viabilità Terraferma e Mobilità	EXTERNAL							
	Municipalities	Comune di San Donà di Piave	UNIVE	Michela Bellardi	Responsabile Opere Pubbliche,Infrastrutture, ambiente	EXTERNAL							
	Municipalities	Comune di San Donà di Piave	UNIVE	Lorena Marin	Assessore LLPP e Mobilità	EXTERNAL							
	Municipalities	Comune di Portogruaro	UNIVE	Dimitri Bonora	Dirigente Mobilità	EXTERNAL							
	Municipalities	Comune di Portogruaro	UNIVE	Nilo Ongaro	Funzionario Mobilità	EXTERNAL							
	Municipalities	Comune di Muggia	UNIVE	Paolo De Tullio	Responsabile Settore LLPP e viabilità sostenibile	EXTERNAL							
	Municipalities	Comune di Udine	UNIVE	Cristina Coppo	Responsabile UO Mobilità	EXTERNAL							
	Municipalities	Comune di Pordenone	UNIVE	Maurizio Gobbato	Dirigente Infrastrutture	EXTERNAL							
	Municipalities	Comune di Monfalcone	UNIVE	Andrea Ceschia	Responsabile Mobilità, Traffico e TPL	EXTERNAL							
				?									
LOCAL/REGIONAL DEVELOPMENT AGENCIES & ASSOCIATIONS	ANCI FVG	Presidente	UNIVE	Dorino Favot	Sindaco Comune di Prata di Pordenone	EXTERNAL							
	ANCI FVG	Segretario Generale	UNIVE	Alessandro Fabbro	Segreteria Generale ANCI FVG	EXTERNAL							
	ANCI FVG	Coordinatore Consulta	UNIVE	Franco Lenarduzzi	Sindaco Comune di Ruda	EXTERNAL							
	ANCI Veneto	Presidente	UNIVE	Mario Conte	Sindaco di Treviso	EXTERNAL							
	ANCI Veneto	Vice Presidente Vicario	UNIVE	Maria Rosa Pavanello	Sindaco di Mirano	EXTERNAL							
	ANCI Veneto	Direttore	UNIVE	Carlo Rapicavoli	Direzione Generale	EXTERNAL							
	Regional Development agency	RRA-LUR											
	Regional Development center	RRC Koper	UIRS	Giuliano Nemarnik	Director	EXTERNAL		1					
	Regional Development center	PRC	UIRS	Miro Kristan		INTERNAL		1					
				?									
	Tourism promotion	Turizem Bohinj	UIRS	Klemen LANGUS		EXTERNAL							
	Tourism promotion	Promoturismo	UIRS	Nicola REVELANT		EXTERNAL							
INTERNATIONAL ORGANISATION	International body	GECT-GO	GECT	Alessandro PUHALI	Coordinator of the Transport Committee	EXTERNAL	1						
	International body	CEI	GECT	Paolo DILENO	Project Manager	EXTERNAL	1		1			1	
RAILWAY OPERATORS	Italian national railway operator	Trenitalia FVG	FVG	Elisa NANNETTI	Regional responsible	EXTERNAL							
		RFI	FVG	Roberto MANCINI	Responsible for Network planning and development Division	EXTERNAL							
				?									
	Slovenian national railway operator	SZ	UIRS	Dušan MES	General Director	EXTERNAL		1					
	Third country railway operators	OBB		?									
		HRZPP	GECT	Helena LUKETIČ	Project Manager	EXTERNAL							
				?									
OTHER PT OPERATORS	Regional railway operators	Infrastrutture Venete	GECT	Mauro Menegazzo	Director of LPT sector	EXTERNAL	1						
		Ferrovie Udine Cividale	FVG	Sabrina CARPI	Responsible for Railway undertaking Division	EXTERNAL							
	PT bus operators	TPL FVG Scarl	FVG	Giuseppe ZOTTIS	Technical Director	EXTERNAL							
		TPL FVG Scarl	FVG	Paolo ZARAMELLA	Technical Director	EXTERNAL	1						
		TPL FVG Scarl	FVG	Roberto BASSANESE	Technical Director	EXTERNAL							
		ATVO	GECT	Pasqualato ALBERTO	Technical Expert	EXTERNAL							
	Other main international PT operators	Arriva		?									
		NOMAGO	UIRS	Sandi Brataševec	Director	EXTERNAL		1		1		1	
				?									

O.3.6.1 - Predisposizione dello schema di interazione della piattaforma degli stakeholder
Interaktivna shema vzpostavitve čezmejne platforme interesnih skupin