

Interreg



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CROSSMOBY

0.3.7.1 - Piano d'azione strategico transfrontaliero

0.3.7.1 - Čezmejni strateški akcijski načrt

DOCUMENTO PRELIMINARE E METODOLOGICO - PREDHODNI IN METODOLOŠKI DOKUMENT

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Preamble

Within the framework of **WP3.1- ATT7** (*“Piano d’azione strategico transfrontaliero / Čezmejni strateški akcijski načrt”*) the CROSSMOBY project is going to provide **a common vision on the strategic perspectives on mobility at cross-border level** to be pursued through a dedicated *Cross border strategic action plan* (O.3.7.1) and leading to the delivery of specific *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2).

ATT7 is consequently one of the conclusive steps of the overall project development which is stemming at first from a **structured consultation with stakeholders** of the territory (ATT 6 - *“Piattaforma dei portatori di interesse per il dialogo e la pianificazione transfrontaliera / Platforma interesnih skupin za čezmejni dialog in načrtovanje”*) as to achieve a good awareness of the different points of view to be considered when dealing with the planning of cross-border mobility which is also based on the opportunities gained from the unifying framework of data collection and analysis at cross-border level realized within ATT5 (*“Analisi e strumenti a supporto della definizione di un quadro di riferimento strategico transfrontaliero / Analiza čezmejnega strateškega okvira in orodja”*).

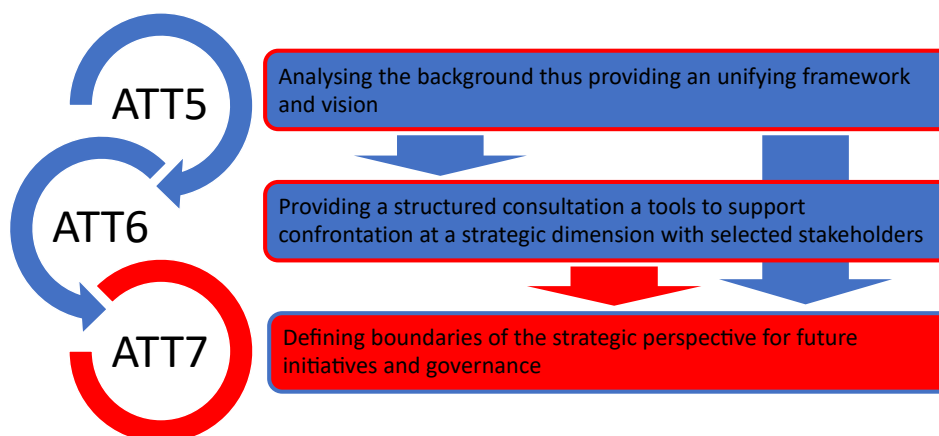


Figure 1 – ATT7 positioning within WP3.1 overall logical framework

In conclusion, ATT7 is basically representing a tool to both drive the discussion of the remaining round tables to be organized within ATT6 as well as to outline the main outcomes of the consultations carried out. Such outcomes, paired with the strategic knowledge made available through the info tools developed within ATT5, should inherently lead to the definition of the a strategic vision supporting and orienting key issues for the new programming period on a macro-regional perspective.

1. Introduction

The present document is providing the methodological indications for the development of the CROSSMOBY *Cross border strategic action plan* (O.3.7.1) as well as the basis for the connected development of the more specific *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2).

More into detail, the development of the CROSSMOBY Cross-border strategic action plan has been designed according to a consolidated strategic vision hierarchically structured according to different levels, as to provide a comprehensive and coherent framework encompassing both general goals and specific measures to be applied.

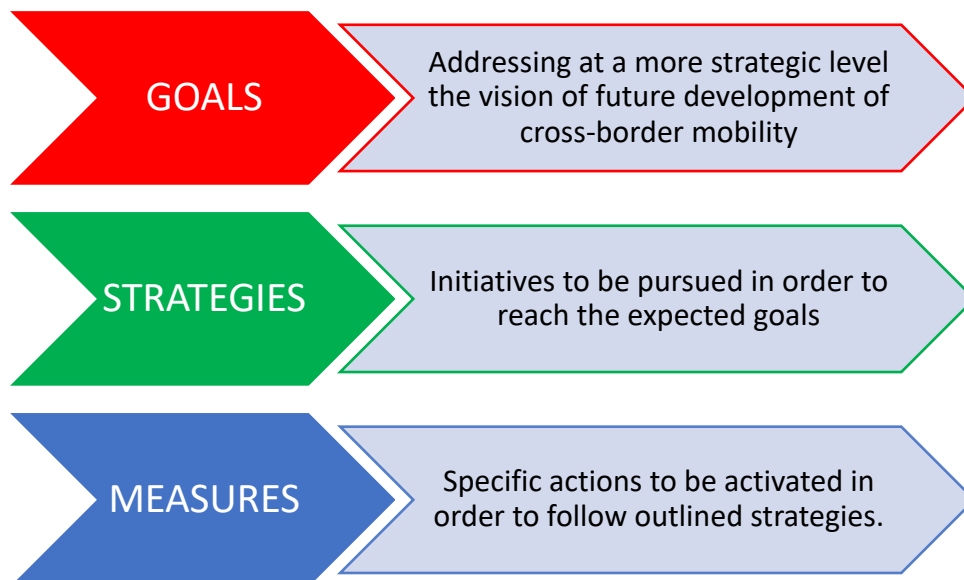


Figure 2 – Schematizing hierarchical levels of the action plan

While GOALS are going to define the more strategic vision to be achieved, the proposed STRATEGIES are representing a schematic list of intervention areas to be pursued in order to achieve expected goals. Then, MEASURES are obviously representing the more concrete list of actions to be launched in order to fulfil the single proposed strategy.

2. Overall structure and phases

Considering the expected comprehensive approach of the present first methodological document, as well as the need to capitalize recent experiences coming from other EU project funded by the Interreg Italy-Slovenia Programme on the same priority, it was considered beneficial for the purpose of the project to build the plan stemming from both GOALS, STRATEGIES and MEASURES elaborated within the FORTIS Project, which recently developed a dedicated Action Plan for streamlining public transport connections in the Italy-Slovenia CB (December 2020).

The additional step proposed as CROSSMOBY added value is represented by a more detailed analysis of the proposed measures as to match them with the existing available set of initiatives and practical activities stemming from both CROSSMOBY project but also from other provisions coming from different level of planning within the involved areas.

Such further analysis will allow to provide a wide set of documentation to be presented for discussion within the remaining round tables, thus allowing to validate, assess or fine tune both the MEASURES and the STRATEGIES proposed.

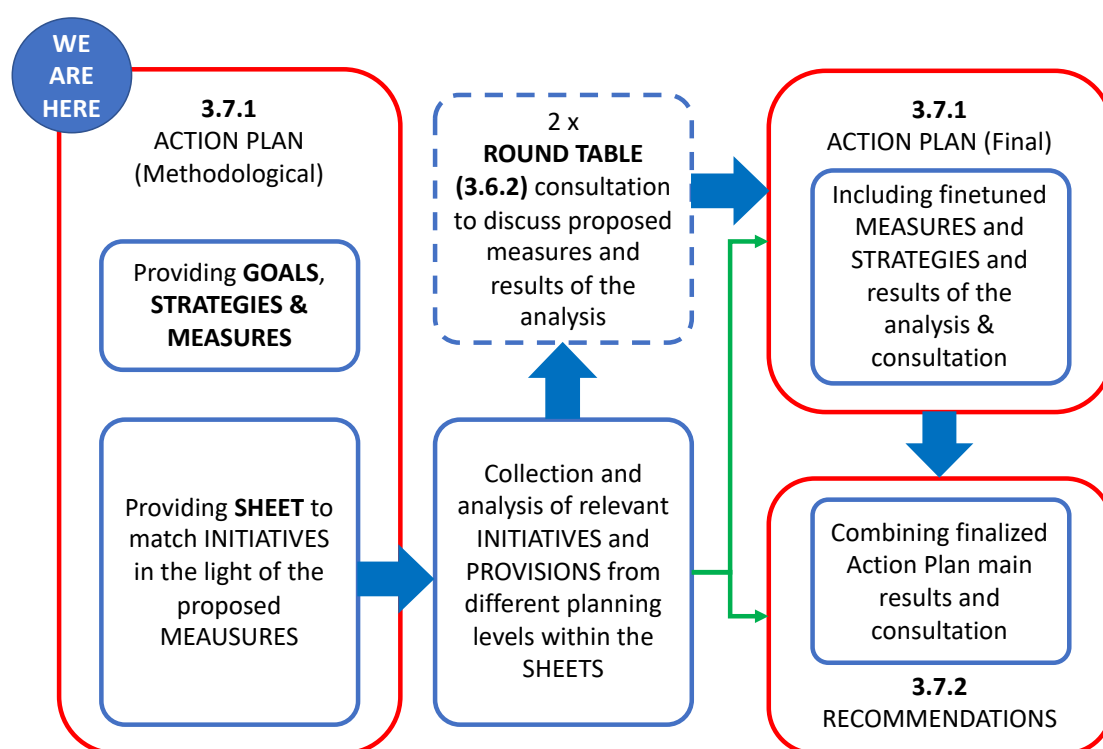


Figure 3 – Schematic overall structure of the phases of ATT7

Moreover, the result of such analysis will allow a fully comprehensive approach to the wide set of activities and actions performed within the Italy-Slovenia Programme area, thus contributing in to provide relevant and well consolidated background to the following *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2) as well as for the finalized version of the *Cross border strategic action plan* (O.3.7.1) where the adjustments carried out also through the consultation will be consolidated.

3. Proposed GOALS

Since several initiatives have been working on strategic approaches on cross-border mobility development, it was considered fundamental to capitalise – being CROSSMOBY a strategic project – and further elaborate other action plans developed such as the recently developed one of FORTIS project, whose goals are highlighted in the following scheme.

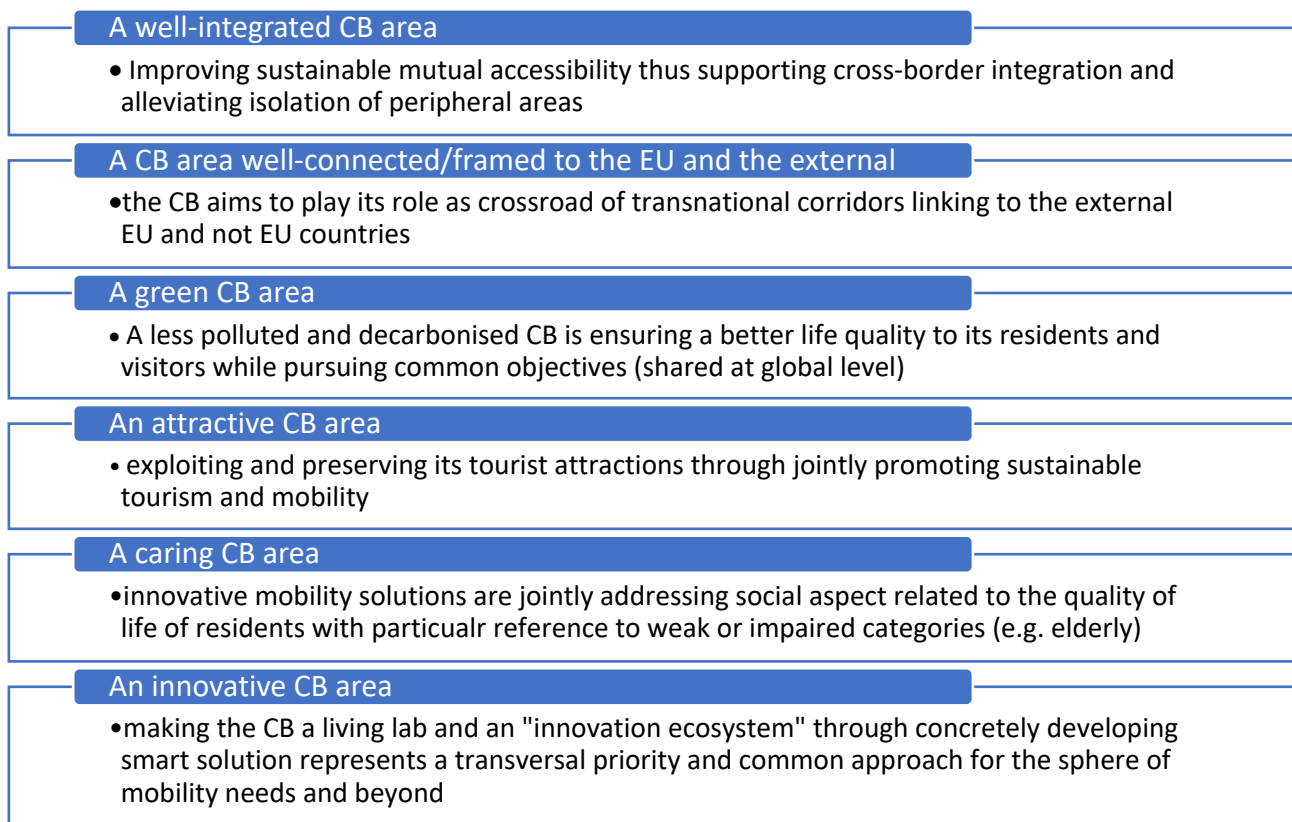


Figure 4 –Proposed GOALS for CROSSMOBY ACTION PLAN capitalized from FORTIS project

4. Proposed STRATEGIES

With the same purpose, also STRATEGIES – as reported in the following scheme – have been capitalized from FORTIS project as far they have been considered in general terms valid also in the comprehensive view proposed by CROSSMOBY project.

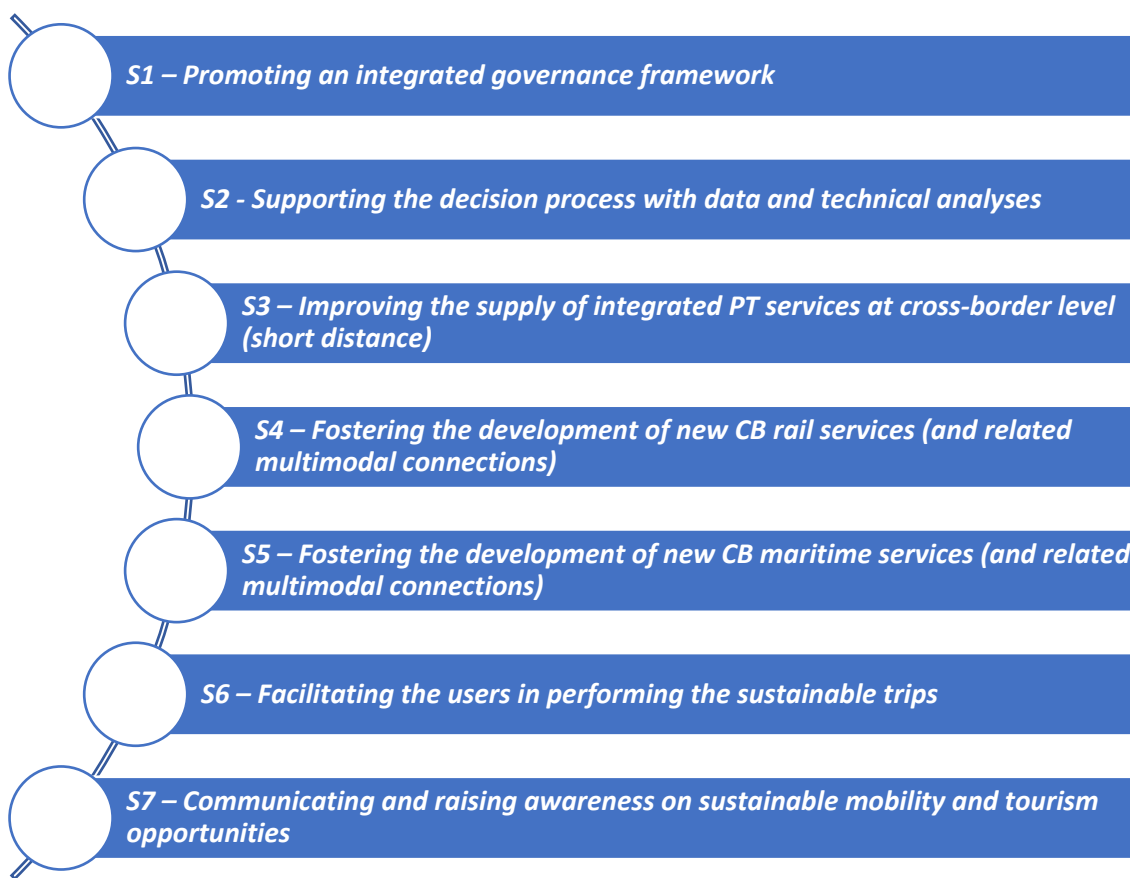


Figure 5 – Overall definition of proposed STRATEGIES for CROSSMOBY ACTION PLAN taken from FORTIS project

5. Proposed MEASURES

Completing the capitalization also means to start from the work already done by FORTIS in identifying a fully comprehensive set of measures addressing the concretization of the proposed strategies.

In this purpose, the following set of measures have been considered as baseline to start the and in order to launch the subsequent analysis and validation phase.

S1 - Promoting an integrated governance framework	
1	(Fostering) inter-institutional dialogue on legislative issues hampering or limiting CB transport at EU level (with particular reference to cabotage regulations)
2	Fostering inter-institutional dialogue on CB public transport zone between Italy and Slovenia (defining and responsibilities for the planning, management and operation of CB public transport within those zones and relation to the local transport);
3	Establishment of a CB coordination body to be responsible for coordinated planning of PT services in the CB Area (harmonization of timetables and formulation of uniform rules of CB transport services planning, operation and use)
S2 - Supporting the decision process with data and technical analyses	
4	Setting-up integrated information systems and data sharing and integration at CB level with reference to the international lines as well as the whole mobility of the CB area (possibly adopting the Open Data approach)
5	Collecting mobility statistics and demand data through traditional (survey on the fields including traffic counts and questionnaires) as well as innovative surveys (e.g. Big Data from cell phones)
6	Developing what-if scenarios and evaluations supporting the joint decision-making process and integrated planning at CB level
S3 – Improving the supply of integrated PT services at cross-border level (short distance)	
7	Elaboration of well-targeted feasibility study on specific proposals for new/improved services based on quantitative data and fostering a co-design approach actively involving (local) stakeholders
8	Extending and interconnecting existing PT services at borders (“re-sewing”)
9	Developing new and innovative services (also including Demand Responsive Transport), for connecting nodes and hinterland
10	Developing new and innovative services (also including Demand Responsive Transport) in extra-urban and peripheral contexts
11	Construction and functional arrangement of CB intermodal transfer points
12	Integrating PT with sharing and other soft mobility
S4 – Fostering the development of new CB rail services	
13	Fostering and inter-connecting to rail services along the Venice-Trieste-Ljubljana lines

14 Fostering and inter-connecting to rail services along the Gorizia-Nova Gorica-Transalpina /Bohinj railway

S5 – Fostering the development of new CB maritime services

- 15** New or improved yearly maritime services and related interconnections
- 16** New or improved seasonal maritime services and related interconnections

S6 – Facilitating the users in performing the sustainable trips

- 17** Provide comprehensive and integrated info-mobility portals
- 18** Introduction of a single CB ticket
- 19** ICT tools for seamless integrated ticketing purchase

S7 – Communicating and raising awareness on sustainable mobility and tourism opportunities

- 20** Integrated communication effectively campaign providing mobility and tourism information
- 21** Raising awareness and involve stakeholders in the co-design of innovative multimodal transport solutions

Table 6 – The complete set of MEASURES proposed by FORTIS Action Plan to be further investigated

As previously underlined, these 21 measures are then going to be further analysed through the scheme proposed in the next paragraph in order to both support the consultation phase to be realized within the remaining round tables of ATT6, as well to pave the way to the finalization of the Action Plan and the set of expected recommendations.

6. Matching MEASURES and STRATEGIES with CROSSMOBY and other initiatives

Going more in detail and moving towards the actual removal of specific CB gaps and issues, the proposed list of MEASURES is potentially representing or can be described by pilot activities performed in CROSSMOBY and other projects, as well as by relevant planning or governance initiatives launched within the programme area.

In this purpose, CROSSMOBY is then proposing the further analysis of the proposed MEASURES in order to detail their implementation with reference the dynamics progresses of transport planning in the CB area. In doing so, also taking into account the strategic nature of CROSSMOBY, a further attention will be paid in bringing together the different pertinent planning and studying activities relevant for the multimodal transport system of the IT-SI cross-border area.

In this way, a matching activity will be performed by each single MEASURE with relevant initiatives and pilot activities carried out in CROSSMOBY and other projects as well as pertinent planning documents of the Programme area with particular reference to the cross-border dimension.

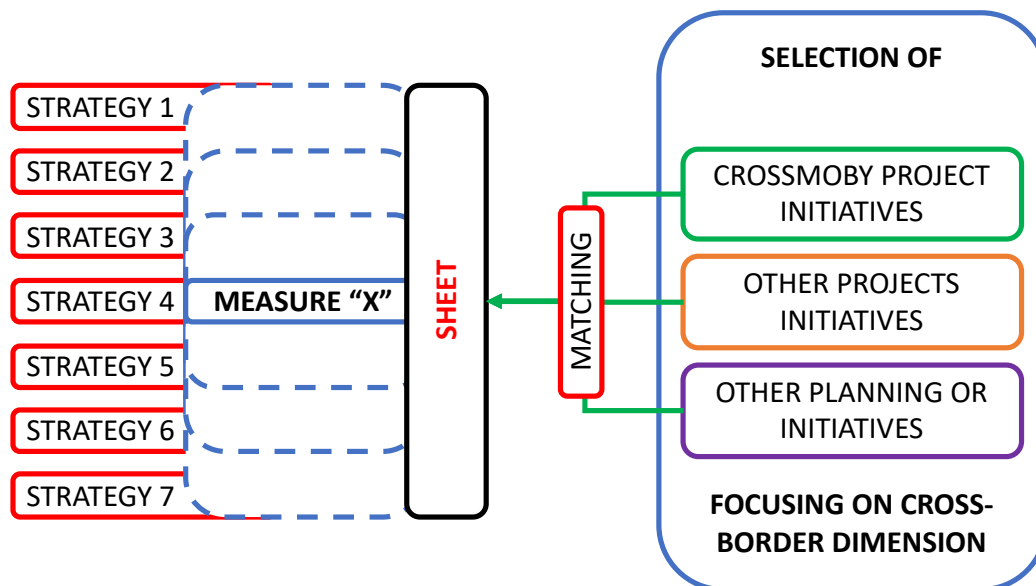


Figure 7 – The matching approach of SHEETS to the set of proposed MEASURES

In the first place, it will imply analysing the outcomes and objectives of all the project of the IT-SI project related to mobility and transport (at least partly) which will include - at first – addressing the following IT-SI projects:

- CROSSMOBY
- FORTIS
- INTERBIKE II
- SUSTOURISM
- MOBITOUR

In addition to those ones, given the geographical positioning a particular deal will be paid also paid to projects IT-HR (also due to partial geographical overlapping of the eligible area and of transport directions going across the IT-SI area). As an example, relevant available results from the following project would be beneficial to further assess the set of measures

- MIMOSA (strategic project)
- ICARUS
- SUTRA
- MOSES

Moreover, through the support of the partnership, as well as through the remaining phases of consultation expected as part of the ATT6 and ATT5 (which are also including direct confront with relevant stakeholders of the area) are in case going to implement the scope of these analysis by providing any other interesting examples to finetune the analysis of the MEASURES and, consequently, providing relevant lessons learned.

Moreover, by showcasing those measures belonging to a comprehensive action plan, they are paving the way to their replicability in different context sharing similar needs, thus being highly beneficial to the project overall outcome and providing useful baseline hints for the following expected *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2).

6.1. Template sheet to collect MEASURES

In order to analyse into detail the set of MEASURES proposed, a specific SHEET in attachment (**Annex 1**) is proposed to collect relevant information and comments, thus leading to the capitalization and finetuning of the *Cross border strategic action plan* (O.3.7.1 / Final).

More in particular, for EACH MEASURE one sheet will be realized on the basis of a DOUBLE STEP approach, encompassing:

- At first a desk analysis through the consultation with partners and documentation coming from other projects / planning;

- A second step represented by the further elaboration coming from the most relevant hints and suggestions coming from the remaining phases of consultation expected as part of the ATT6 and ATT5

Once finalized, SHEETS (where sufficient/detailed information are going to be available) will become part of the set of information that will be accessible within the to be realized Web-platform developed within the ATT5 as informative layers which will further support a comprehensive overview and knowledge of mobility opportunities available within the Programme area.

More into detail, each sheet, behind the mere SINTETIC DESCRIPTION of each MEASURE, will request to provide:

- o The RELATED STRATEGY which is referring to
- o The existing PROVISIONS coming from different PLANNING levels:
 - o LOCAL
 - o REGIONAL
 - o NATIONAL
- o The potential contributions to the specific MEASURE coming from CROSSMOBY project
- o The potential contributions to the specific MEASURE coming from OTHER projects
- o In case, a list of relevant DOCUMENT / TOOL to be reported

In a second step, the SHEET will collect the more strategic perspective, thus contributing in highlighting:

- o The compatibility of the MEASURE proposed with the MACRO-REGIONAL perspectives
 - o EUSALP
 - o EUSAIR
- o The recommendations in terms of next steps and proposed implementations in consideration to the new programming period 2021-2027
- o Any additional recommendation considering any other strategic planning

In conclusion, as to sum-up the results of the analysis carried out for each MEASURE:

- o An evaluation, based on a LIKERT scale and stemming from the comments highlighted in the previous parts of the sheet, on the
 - o LEVEL OF PLANNING
 - o LEVEL OF IMPLEMENTATION
 - o CROSS BORDER RELEVANCE

Related to the replicability/ full potential concretization of the proposed measure.

7. Launching finalized Action Plan 3.7.1

The outcomes of the qualitative evaluation contained within the single SHEET will result in a final score highlighting the POTENTIALITY of each measure, thus contributing to selecting (where necessary) the most interesting ones to be furthermore addressed within the *Cross border strategic action plan* (O.3.7.1 / Final) of CROSSMOBY.

In this purpose, a comprehensive document will be drafted according to the draft simplified structure proposed in attachment (**Annex 2**) as to define the final Action Plan.

8. Approaching expected recommendations 3.7.2

At the same time, with particular reference to the more strategic vision emphasised in the last part of the sheet, the more relevant outcomes will allow to draw the expected *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2) by systematizing the recommendations oriented to the 2021-2027 period which will finetune the main recommendations and highlights coming from the notes contained therein.

In particular, recommendations will be developed according to the attached draft schematic structure (**Annex 3**) and will consider the ongoing development of strategic frameworks available in the area.

In this purpose, an added value will be represented by the possibility to draft parallelism and affinities of the recommendations highlighted in the SHEETS with relevant developments of:

- The new programming period 2021-2027
- The new IT-SI Programme
- EUSALP Macro-regional strategy
- EUSAIR Macro-regional strategy

ANNEXES

1 - Template sheet for collecting MEASURES and related information

NAME OF THE ACTION/MEASURE	(1-21)
BRIEF DESCRIPTION	
REFERENCE STRATEGY	
<input type="checkbox"/> S1	<input type="checkbox"/> S2
<input type="checkbox"/> S3	<input type="checkbox"/> S4
<input type="checkbox"/> S5	<input type="checkbox"/> S6
<input type="checkbox"/> S7	
POTENTIAL PROVISIONS FROM DIFFERENT PLANNING (WHERE AVAILABLE)	
<input type="checkbox"/> LOCAL	
<input type="checkbox"/> REGIONAL	
<input type="checkbox"/> NATIONAL	
CONTRIBUTION TO THE SPECIFIC MEASURE	
CROSSMOBY CONTRIBUTION TO THE SPECIFIC MEASURE	
OTHER CONTRIBUTION TO THE SPECIFIC MEASURE	
ANY RELEVANT DOC/TOOL TO BE REPORTED	
STRATEGIC DIMENSION	
With reference to 2021 – 2027 orientation paper of IT-SI	
With reference to EUSAIR macro-regional strategy	

With reference to EUSALP macro-regional strategy												
With reference to any other more strategic planning												
REPLICABILITY & IMPLEMENTATION PROVISIONS												
LEVEL OF PLANNING		1	2	3	4	5	6	7	8	9	10	
LEVEL OF IMPLEMENTATION		1	2	3	4	5	6	7	8	9	10	
CROSS BORDER RELEVANCE		1	2	3	4	5	6	7	8	9	10	

2 - Draft structure for 3.7.1 finalized version

Preamble	(coming from 3.7.1 / 1 st release)
1. Introduction	(coming from 3.7.1 / 1 st release)
2. The CROSSMOBY project in a nutshell	
3. Overall structure and phases	(coming from 3.7.1 / 1 st release)
4. Proposed GOALS	(coming from 3.7.1 / 1 st release)
5. Proposed STRATEGIES	CONSOLIDATED – According to the outcomes of SHEETS and consultation
6. Proposed MEASURES	CONSOLIDATED – According to the outcomes of SHEETS and consultation
7. Conclusions	PROPOSING A POSITION PAPER WITH ROLES AND PERSPECTIVES

3 - Draft structure for 3.7.2

- Preamble (coming from 3.7.1 / 1st release)
1. Introduction (coming from 3.7.1 / 1st release)
2. The CROSSMOBY project in a nutshell
4. Main recommendations with reference to
- LEVEL OF PLANNING
 - LEVEL OF IMPLEMENTATION
 - CROSS BORDER RELEVANCE
4. Main recommendations with reference to
- MACRO-REGIONAL PERSPECTIVE
 - NEW PROGRAMMING PERIOD PERSPECTIVE
6. KEY Messages & Conclusions