

Interreg



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the European Union

Italy – Croatia

ITHR0200418

CROSSCONNECT

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A - Project identification

A.1 Project identification

Project id (automatically created)	ITHR0200418
Name of the lead partner organisation	Zračna luka Dubrovnik d.o.o
Name of the lead partner organisation in English	Dubrovnik airport Ltd
Project title	Cross-border coordinated sea-land approach interconnecting ports of the Adriatic Sea with airports and urban areas
Project acronym	CROSSCONNECT
Programme priority	Sustainable maritime and multimodal transport
Specific objective	3.1: Developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility
Project duration in months	26

A.2 Project summary

Please give a short overview of the project and describe:

- the common challenge of the programme area you are jointly tackling in your project;
- the overall objective of the project and the expected change your project will make to the current situation;
- the main outputs you will produce and those who will benefit from them;
- the approach you plan to take and why a cross-border/transnational/inter-regional approach is needed;
- what is new/original about the project.

The current proposal focuses on the improvement of ports' inter-modality capacities to make them greener, more ICT based & more integrated with the hinterland's needs.

Low level of integration among different modes of transportation & insufficient investments in sustainable and low-carbon transportation technologies are characterising several regions in the Adriatic area. The Croatian and Italian Adriatic coasts are rich in touristic destinations, which are reached by millions of tourists every year. Even though the road transportation is still predominant, the number of tourists that are reaching Adriatic towns and cities by ferries and airplanes is significantly increasing. Unfortunately, most Adriatic ports and airports are suffering from lack of connections with other modes of transportation, causing serious traffic congestion problems, especially during the summer seasons. There is also a strong need to develop and to implement

more sustainable & technologically advanced solutions in the maritime transport & port sectors, considering that the majority of ports facilities are lagging behind the EU average when it comes to sustainable environmental performances.

The overall objective is to develop a multi-modal coordinated sea-land approach based on sustainable and technologically advanced solutions to interconnect Croatian and Italian ports with urban areas and airports, improving passengers' mobility.

In order to do that, the project will implement a set of structured activities based on cross-border and cooperative approach and will produce two main outputs:

> Sustainable & ICT solutions' testing actions: a first phase of capitalisation of the available knowledge from Interreg projects will lead to a definition of a cross-border transfer strategy, with the aim to test new sustainable & innovative ICT based solutions, which will speed up the passengers processing from/to ports and airports and urban areas. All PPs will then define and test joint pilot actions that will lead to the implementation of a Manual on tested solutions.

> Strategic Roadmaps interconnecting ports with urban areas & airports: all PPs will work jointly to formalise the tested intermodal connections by drafting a Strategic Roadmap aimed at transferring the CROSSCONNECT model to other port authorities. The roadmap will be presented at Cross-border Forum and at dedicated roundtables with all ports operating in the Adriatic Sea with the aim of engaging the ports and port authorities and to explain on how to adapt modernised and sustainable operational and technological solutions that have been tested through the project and to commit them towards the creation of a new or modernised connection with airports and urban transport authorities to enhance the mobility of passengers.

The project will be implemented by 4 Port Authorities, 2 Airports, 2 Urban Transport Authorities & 2 Associated Ports. Moreover, the abovementioned outputs will reach a wider range of TGs, both at regional and national level, taking advantage of the networking opportunities to transfer and capitalise the gained knowledge. In particular other ports, airports and urban transport authorities located in the Programme area, municipalities where involved ports are located, regional authorities which own the airports and companies which are working on management of transportation services related to ports and airports, such as airline and ferry companies and other transportation services.

The cross-border multimodal sea-land approach that the project intends to promote and implement in the Adriatic area will be considered of a strategic importance because it will allow ports to define joint pilot actions both per type of connection and per territorial level.

This will represent an innovative aspect, since the definition of the testing action will be conducted primary at cross-border level, matching the pilot actions on the same type of intermodal connection (port-airport and port-urban area) in the 2 programme countries; this will bring to a strong cross-border cooperation that will see 4 partners from the 2 Countries working together in the joint definition of the pilot intervention.

The project will ensure an adequate capitalisation of the available solutions and know-how, by capturing knowledge produced by previous experiences and widening it to the interconnection between ports and airports and urban areas in a comprehensive approach that will include innovative ICT based and sustainable solutions. This will represent a key innovation aspect of the project, since a strategic approach involving the key transport means used by tourists and passengers in the Adriatic (ports and airports) and the urban areas is still missing.

Their effort in terms of coordination with hinterland facilities will improve the quality of the services

offered for passenger mobility and foster an innovative and more sustainable mobility and connectivity in all the Adriatic area.

A.4 Project outputs and result overview

Programme Output Indicator	Aggregated value per Programme output indicator	Measurement Unit	Output	Output Title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
Strategies and action plans jointly developed	2,00	strategy /action plan	0	Transfer Strategy	1,00				
			0	STRATEGIC ROADMAPS INTERCONNECTING PORTS WITH URBAN AREAS AND AIRPORTS	1,00				
New or modernised intermodal connections	4,00	intermodal connections	0	TESTING OF SUSTAINABLE AND ICT BASED CONNECTIONS BETWEEN PORT AND THE HINTERLAND	4,00				
						Solutions taken up or up-scaled by organisations	0,00	1,00	solutions
						Joint strategies and		1,00	joint

Programme Output Indicator	Aggregated value per Programme output indicator	Measur ement Unit	O ut pu t	Output Title	Output target value	Programme result indicator	B a s e l i n e	Result indicator target value	Measur ement unit
						action plans taken up by organisations	0, 0 0		strategy /action plan

B - Project partners

Partners overview

Number	Status	Name of the organisation in english	Country	Organisation abbreviation	Partner role	Associated organisations	Partner total eligible budget
1	Active	Dubrovnik airport Ltd	Hrvatska (HR)	DBV	LP	Lučka uprava Rijeka	348.700,00
2	Active	Port of Dubrovnik Authority	Hrvatska (HR)	DPA	PP		248.960,00
3	Active	North Adriatic Sea Port Authority - Ports of Venice and Chioggia	Italia (IT)	NASPA	PP		281.720,00
4	Active	Save S.p.A.	Italia (IT)	SAVE	PP		269.120,00
5	Active	PULA PORT AUTHORITY	Hrvatska (HR)	LUP	PP		240.000,00
6	Active	Pulapromet d.o.o.	Hrvatska (HR)	Pulapromet	PP		220.000,00
7	Active	Southern Adriatic Sea Port Authority (Ports Of Bari, Brindisi, Manfredonia, Barletta And Monopoli)	Italia (IT)	AdSPMAM	PP	Autorità di Sistema Portuale del Mare Adriatico Centrale	250.220,00
8	Active	Public Transport Company Brindisi S.p.A.	Italia (IT)	STP	PP		230.060,00

B.1 Lead partner	
Partner number	1
Partner role	LP
Name of the organisation in original language	Zračna luka Dubrovnik d.o.o
Name of the organisation in english	Dubrovnik airport Ltd
Organisation abbreviation	DBV
Department / unit / division	
Partner main address	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Dubrovačko-neretvanska županija (HR037)
Street, House number, Postal code, City	Dobrota 24 20213 Cilipi
Homepage	https://www.airport-dubrovnik.hr
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.51.10
VAT number (if applicable)	63145279942
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Tax number	63145279942

Legal and financial information	
PEC address	Hrvoje.Spremic@airport-dubrovnik.hr
PIC (from EC Participant Register)	883013408
Contact	
Legal representative	Mr Viktor Sober
Contact person	Mr Hrvoje Spremic
Email	hrvoje.spremic@airport-dubrovnik.hr
Telephone no.	+38598202247
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>The Dubrovnik Airport goal is to be an airport which performs sustainable and cost-effective services with high quality and safety standards in accordance with current guidelines and standards for greener air transport in the EU. In the last ten years, several projects were completed in toward this goal. In order to complete these projects, Dubrovnik Airport gained significant knowledge and experience in the fields of project management, defining schedules, EU funding programmes, implementing activities, coordination on international level, etc.</p> <p>From 2015 Dubrovnik Airport was part of Home Port Operation for cruise ships. The exchange of cruise & fly passengers was arranged on weekly bases. That is, one's per week more than 2,400 passengers is exchanged as part of Home Port Operation. In total, as part of the operation more than 60,000 cruise & fly passengers were exchanged. As part of the cruise & fly operation, more than 300 flight operations yearly is realized with narrow and wide body aircraft.</p> <p>It is expected that Home Port Operation will continue for upcoming years, according to the announcements from cruise ship operators. Also, it is announced that even larger cruise ship with a capacity over 2,000 passengers will be become part of the operation (current ships capacity is 1,200 passengers).</p> <p>The successful Home Port Operation was accomplished by collaboration and coordination of all stakeholders involved in Home Port Operation. From the start of preparation activities in 2014, Dubrovnik Airport collaborated with other stakeholders (cruise ship operators, charter airlines, Port Authority, Port of Dubrovnik, Border and Traffic Police, Customs, etc.). The largest challenge that Dubrovnik Airport needed to overcome was the lack of capacity at the already overcrowded airport during the tourist season. In order to perform Home Port Operation in this circumstance, Dubrovnik Airport made smaller infrastructure adaptations of the Passenger Terminal, and in coordination of other stakeholders made special handling procedures for cruise and fly passengers.</p> <p>In 2018-19, Dubrovnik Airport was lead partner in the INTERREG V-B ADRION project INTER-PASS, where together with other partners and stakeholders (most scientifically the Port Authority in Dubrovnik) significant improvement of conditions and strategy for cruise & fly operations development in Dubrovnik airport and port was accomplished.</p>	

Motivation

The Dubrovnik Airport is planning further development of the airport according to needs for handling of cruise and fly passengers, in line with green goals of involved stakeholders, Dubrovnik-Neretva County strategic development plan, and Croatian Sustainable Tourism Strategy. In this respect DBV is aiming to establish information sharing tool with DPA in which real time information will be given to passengers. Also, DBV need to improve passenger and luggage handling procedures in order to avoid congestions of terminal and improve passenger satisfaction.

What is the role (contribution and main activities) of your organisation in the project?

DBV will be the project coordinator and will be in charge of the management reporting monitoring and of the internal communication among all PPs. DBV will take part in all project activities and will play a key role in the assessment and capitalisation of the results of INTERPASS and ADRIGREEN projects, coordinating the PPs work from the kick-off meeting and other online meetings to the realization of cross-border assessment and capitalization report (WP1). DBV will be also the WP2 leader and will supervise the PPs' work in the definition of the 4 joint pilot actions, foresee in activity 2.1; in particular DBV will work in close collaboration with DPA, NASPA and SAVE in the joint definition of the testing action per type of connection (port-airport) and with DPA at territorial level. Local consultations with local public transport (Libertas and AVM/ACTV) will be managed by the Dubrovnik Airport. As LP of the project DBV will also be responsible of the signing of the MoU that will formalize the cooperation commitment between the organisations that tested the intermodal connections and the future steps to be undertaken to guarantee it (4 documents signed, one in each involved territory).

It will actively involve the City of Dubrovnik and the Dubrovnik Tourism Board at local level, the Dubrovnik-Neretva County at regional level as well as national authorities, such as Ministry of sea, transport and infrastructure, Ministry of Tourism, Croatian chamber of economics.

The project management team that will be appointed by DVB will work in close collaboration with the Project Communication Manager, giving an important contribution to communication activities.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

Dubrovnik Airport has significant experience in managing EU funded transnational projects either as a project partner or as a Lead partner.

Dubrovnik Airport was lead partner in project INTERPASS whose main objective was to enhance the intermodal connections between ports and airports in the Adriatic-Ionian Region in order to improve the processing of passengers, mainly cruise tourists and travelers reaching tourists destinations located on Adriatic and Ionian coasts during the peak season.

Dubrovnik Airport is lead partner in implementing ongoing project DANOVA (end of the project 31.12.2022) whose aim is to improve accessibility of infrastructure and services to blind and partly sighted passengers as well as to raise awareness within DBV staff and local and national community in importance of dealing with blind and partly sighted passengers. Within the project DANOVA assessment methodology for accessibility for blind and partly sighted passengers has been developed.

Other relevant projects where Dubrovnik Airport has been involved are:

- IPA ADRIAIR, which is finished in September 2015, in which the Airport was responsible for producing security manuals for ADRIAIR partners involved and purchased and implemented cargo freight scanner for security control that enhance security standards in Dubrovnik Airport.

Motivation			
<p>- LAirA (Landside Airports Accessibility) is a Interreg Central Europe project (project end:December 2019). The project addresses the multimodal, smart and low carbon mobility integration of airports in the mobility systems of functional urban areas (FUA). Dubrovnik Airport as project partner is introducing the local activities linked to the Dubrovnik FUA and will also be responsible for the Road public transport & DRT action plan in LAirA airport FUAs.</p>			
<p>- ADRIGREEN is funded by the INTERREG V-A Italy-Croatia Programme (start:January 2019 and end by January 2021). The main objective of the project is to improve the integration of Croatian and Italian ports and airports with other modes of transportation in order to improve environmental performances of the Adriatic maritime and aviation systems. Dubrovnik Airport is involved as a project partner responsible for most important thematic WP.</p>			
<p>- Dubrovnik Airport Development – DAD project is recognized as one of the key investment projects in the Republic of Croatia, with the realised budget around 240 M EUR.</p>			
Co-financing			
Source		Amount	Percentage
ERDF		278.960,00	80,00 %
Partner contribution		69.740,00	20,00 %
Partner total eligible budget		348.700,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
DBV	Public	69.740,00	20,00 %
Total			
Sub-total public contribution		69.740,00	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		69.740,00	20,00 %
State Aid			
State aid criteria self-check			
Criterion I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?		No	n/a

State aid criteria self-check	
Criterion I: Is the partner involved in economic activities through the project?	
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No n/a
Criterion II: Does the partner receive an undue advantage in the framework of the project?	
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No n/a
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 2	
Partner number	2
Partner role	PP
Name of the organisation in original language	Lučka uprava Dubrovnik
Name of the organisation in english	Port of Dubrovnik Authority
Organisation abbreviation	DPA
Department / unit / division	
Partner main address	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Dubrovačko-neretvanska županija (HR037)
Street, House number, Postal code, City	OBALA PAPA E IVANA PAVLA II 1 20000 DUBROVNIK
Homepage	www.portdubrovnik.hr
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	National public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.52.22
VAT number (if applicable)	51303627909
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Tax number	51303627909

Legal and financial information	
PEC address	dpa.kristina@portdubrovnik.hr
PIC (from EC Participant Register)	999526704
Contact	
Legal representative	Mr Blaž Pezo
Contact person	Ms Kristina Laptalo
Email	dpa.kristina@portdubrovnik.hr
Telephone no.	+385 20 313 331
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>Dubrovnik port Authority is port authority owned by the Republic of Croatia. DPA participated in many studies and was leader in complete new port construction and reconstruction financed by EBRD. Total amount of the project was 38M EUR. Goal of the project was to rebuild and build new passenger port that will be able to accommodate three cruise vessels without any limitations whatsoever length, high and depth. Project was finished in 2012 with new 1455m of operative coast. Through this huge infrastructural project and through our daily work with different Croatian and other worldwide stake holders we are increasing our knowledge and experience. The part of the Port management team that was involved in port projects and in EU projects, is planned to be core of this project team. DPA is participating in different researches, project studies concerning port development as infrastructural, ecological, and all safety and security concerns. DPA mission is to provide safe and secure port services to all users and to make port available and accessible to the regional community and the passengers from all over the world. The goal of the port is to increase level of service.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>DPA will actively contribute to all WPs and will coordinate the pilot implementation and testing phase of green and ICT innovative solutions to improve passengers' mobility between ports and the hinterland, foreseen in activity 2.2 of WP2. Under the supervision of DPA, each territorial connection (Dubrovnik, Venice, Pula, Brindisi) will elaborate a practical manual with the purpose to present the successful tested solutions. DPA will play a key role in the definition of the joint pilot actions both per territorial level, in close collaboration with DBV, and per type of connection, with Venice Port and Airport Authorities. At the end of the testing phase DPA will coordinate all PPs in the drafting of the Manual on tested solutions.</p> <p>DPA will also be in charge of coordinating the organization of 4 strategic roundtables (that will be held in Dubrovnik, Venice, Pula and Brindisi) that will involve, besides PPs, all key ports operating in the Adriatic Sea. The roundtable that will be held in Dubrovnik will directly organized by DPA. DPA will be responsible of drafting the roundtable proceedings, that will include also declaration of interest from the involved ports to transfer some of the tested solutions and to uptake the CROSSCONNECT Strategic Roadmap to improve the intermodal connection of their ports.</p> <p>DPA will work closely to all the consortium in order to contribute to communication and dissemination activities.</p>	

Motivation			
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.			
<p>DPA successfully completed two projects with an environmental focus INTERPASS (Intermodal passenger connectivity between ports and airports) and ADRIGREEN (Green and Intermodal solutions for Adriatic airports and ports). With regards to the environment we are also currently working on a SUSPORT (Sustainable ports) project in which the main objective is to replace all halogen lamps with LED lamps in the port area. Through the Interreg Italy – Croatia program we finished project REMEMBER (Restoring the Memory of Adriatic ports sites. Maritime culture to foster Balanced territorial growth) and through the Interreg DANUBE transnational program we have finished DANOVA project (Innovative transportation services for blind and partially sighted passengers in Danube Region).</p>			
Co-financing			
Source		Amount	Percentage
ERDF		199.168,00	80,00 %
Partner contribution		49.792,00	20,00 %
Partner total eligible budget		248.960,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
DPA	Public	49.792,00	20,00 %
Total			
Sub-total public contribution		49.792,00	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		49.792,00	20,00 %
State Aid			
State aid criteria self-check			
Criterion I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?		No	n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is		No	n/a

State aid criteria self-check	
Criterion I: Is the partner involved in economic activities through the project?	
not the applicant's intention)?	
Criterion II: Does the partner receive an undue advantage in the framework of the project?	
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No n/a
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 3	
Partner number	3
Partner role	PP
Name of the organisation in original language	Autorità di Sistema Portuale del Mare Adriatico Settentrionale - Porti di Venezia e Chioggia
Name of the organisation in english	North Adriatic Sea Port Authority - Ports of Venice and Chioggia
Organisation abbreviation	NASPA
Department / unit / division	
Partner main address	
Country	Italia (IT)
NUTS 2	Veneto (ITH3)
NUTS 3	Venezia (ITH35)
Street, House number, Postal code, City	Santa Marta Fabbricato 13 30123 Venice
Homepage	www.port.venice.it
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	National public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.11
VAT number (if applicable)	00184980274
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No

Legal and financial information	
Tax number	00184980274
PEC address	autoritaportuale.venezia@legalmail.it
PIC (from EC Participant Register)	938957382
Contact	
Legal representative	Mr Fulvio Lino Di Blasio
Contact person	Mr James Orlandi
Email	james.orlandi@port.venice.it
Telephone no.	+393357896436
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>North Adriatic sea Port Authority (Ports of Venice and Chioggia), hereafter NASPA, is an independent public body with landlord port model, that plans and promotes infrastructures and state-owned property, coordinates and controls port operations, carried out by private companies on concessions basis, guaranteeing and leveraging the common playing field in the multipurpose port system of Venice and Chioggia. It is also in charge of maintaining nautical accessibility, dredging, services of general interest, managing the State Maritime Property and planning the development of the port. About 100 employees run the organization and the throughput average is up to € 100 million/year deriving from concession fees and port tariffs for goods. Even considering the sharp drop in handled-goods during the Covid-19 pandemic period, in the last five years goods movements had stabilized at around 25 million tons.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>NASPA will work in close collaboration with DBV, DPA and SAVE in the definition of the join pilot action per type of connection, and with SAVE at territorial level, as foreseen in WP2.</p> <p>At the end of testing phase, NASPA will coordinate the work of the consortium on a joint cross-border evaluation report on the identified solutions on partners' facilities that will investigate how these measures could be adapted and implemented also in other territories of the Adriatic Sea with similar characteristics.</p> <p>The pilot evaluation will collect both the operators and PP's contribution, as well as external' ones (passengers giving feedback on their experience and evaluation experts).</p> <p>Local consultations with Venice and Chioggia local transport AVM spa Venice and Chioggia, police and passenger and luggage security screening company will be coordinated by the PP.</p> <p>NASPA will also be responsible of the implementation of WP3 by coordinating all the PPs in the definition of the CROSSCONNECT Strategic Roadmap that will represent a strategic document setting up the intermodal connections, for intermodal passenger transportation between ports and the hinterland (urban areas and airports) in order to enhance passengers and tourist processing. Within WP3, NASPA will support SAVE in the organization of the CROSSCONNECT Adriatic Forum, that will be</p>	

Motivation

held in Venice in order to present the results and create capitalisation and transfer opportunities in the Adriatic, moreover it will be responsible for the organisation of the Strategic roundtables with Ports of Trieste and Ravenna.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

NASPA has extensive experience in the field of project design and management of EU funded projects aimed at the pursuit of the strategic objectives established by the Authority within the framework of its operational planning (Three-Year Operational Plan). in the past programming period 2014-2020 total of European contributions managed amounting to over €36 million.

Some of the most relevant projects are the following:

INTERREG Italy-Slovenia SECNET Project (2017-2019) gathered the ports of Trieste, Venezia and Koper for enhancing their the institutional capacity in port security management, with the help of innovative ICT systems, by providing common technical and specialized expertise at cross-border level, for the defense of physical and cyber perimeter and port areas against unauthorized access by third parties. In addition, SECNET will create a permanent institutional cooperation network on port security, with the establishment of cross-border governance, composed of the project partners and other relevant actors by signing a Joint Protocol for the implementation of the cross-border port security strategy. As part of SECNET, NASPA enhanced its competences with cross-border training session and the participation to the joint action plan and MoU. In particular, NASPA was responsible of the pilot action related to cyber security for securing the internal network from cyber attacks, and developed applications to optimize its Port Community System LogIS with regard to port security and the collection of relevant data, as well as expand its video surveillance system with OCR cameras on gates for video surveillance system (<http://ita-slo.eu/it/secnet>).

Interreg CBC IT-HR INTESA project (2019-2022) has integrated systems and data for the definition of navigation aids in the Adriatic Sea, to standardize the monitoring and management procedures of the entire maritime transport process upgrading the safety of navigation between Italian and Croatian main ports authorities and harbourmasters (<https://www.italy-croatia.eu/web/intesa>)

GREEN C-PORTS (Connecting Europe Facility 2020-2023) provides port authorities with digital instruments and technologies to support the environmental sustainability of the efficiency of port operations in the central TEN-T network. The North Adriatic Sea Port Authority, by exploiting digital tools, improves the navigation in the port canals and makes it safer also with bad weather and low visibility, increasing the efficiency of port operation in Venice and Chioggia (<https://greencportsproject.eu/>)

Co-financing

Source	Amount	Percentage
ERDF	225.376,00	80,00 %
FdR	56.344,00	20,00 %
Partner contribution	0,00	0,00 %

Co-financing			
Source		Amount	Percentage
Partner total eligible budget		281.720,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
NASPA	Public	0,00	0,00 %
Total			
Sub-total public contribution		0,00	0,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		0,00	0,00 %
State Aid			
State aid criteria self-check			
Criterion I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?		No	n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?		No	n/a
Criterion II: Does the partner receive an undue advantage in the framework of the project?			
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?		No	n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?		No	n/a
Result of State aid criteria self-check:		No risk of state aid	

State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 4	
Partner number	4
Partner role	PP
Name of the organisation in original language	Save S.p.A.
Name of the organisation in english	Save S.p.A.
Organisation abbreviation	SAVE
Department / unit / division	
Partner main address	
Country	Italia (IT)
NUTS 2	Veneto (ITH3)
NUTS 3	Venezia (ITH35)
Street, House number, Postal code, City	Viale Galileo Galilei 30/1 30173 Venice
Homepage	https://www.veneziaairport.it
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Private for-profit
Sector of activity at NACE group level	H.52.23
VAT number (if applicable)	02193960271
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Tax number	02193960271

Legal and financial information	
PEC address	savespa@legalmail.it
PIC (from EC Participant Register)	893498526
Contact	
Legal representative	Mrs Monica Scarpa
Contact person	Mr Davide Bassano
Email	dbassano@grupposave.com
Telephone no.	+39 041 2606214
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>Marco Polo Airport in Venezia, managed by SAVE S.p.A., is an important gateway for air access to the Northeast area of Italy. It is a medium-size airport with about 150 flights per day during winter season and about 300 flights per day during summer season in pre-COVID 19 situation. Just under 70.000 tons is the total amount of freight and mail incoming/outgoing traffic. The airport can be reached by various means of transport. Local public transport includes a connection by water by ferry and by land by bus. In the planning phase is the connection by train. Private vehicle connection is very easy as the access to the motorway is close to the airport.</p> <p>Thanks to the solid experience with management of passengers flows, SAVE could give a contribution in terms of applicability of regulations that could be applied on timetabling, information system for passengers, baggage handling systems, custom controls and security services.</p> <p>A major improvement that the PP will explore with the project is relating to the management of cruise passengers enhancing the synergy of port and airport. Sharing experimentation with another port-airport system very similar (Dubrovnik area) would indeed be a major benefit allowing to improve also the level of service of security and custom controls.</p> <p>SAVE can give inputs from the point of view of the regulations to be taken into consideration and understand the applicability, thanks to their wide experience in management of passengers' flows.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>SAVE will be involved in all project activities and will play a key role in the definition of joint pilot actions that will be conducted per type of connection port-airport (in collaboration DBV, DPA and NASPA) and per territorial level (in collaboration with NASPA).</p> <p>The airport will actively contribute to the assessment and transfer activity of WP1, also by participating to the Cross-Border Technical Working Group and will provide all the contents and feedback related to the testing, capitalisation and communication activities.</p> <p>SAVE will be in charge of the organization of the CROSSCONNECT Adriatic Forum that will be held in Venice in order to present the results of CROSSCONNECT project and create capitalisation and transfer opportunities in the Adriatic. SAVE will make available to all PPs a cross border forum package that will include contributions, speeches, presented material (slide, video).</p>	

Motivation			
Moreover it will create key synergies with Veneto Logistics System (SLV) and Venice Sustainability World Capital Foundation.			
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.			
The partner does not have previous experience in EU or international funded projects, for this reason (being a newcomer), the project will have a great impact at local and PP' s level.			
External technical assistance was foreseen to support the partner in the reporting activities, moreover both the LP and NASPA will play a key role in supporting the partner in the management and implementation of tasks.			
Co-financing			
Source		Amount	Percentage
ERDF		215.296,00	80,00 %
FdR		53.824,00	20,00 %
Partner contribution		0,00	0,00 %
Partner total eligible budget		269.120,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
SAVE	Private	0,00	0,00 %
Total			
Sub-total public contribution		0,00	0,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		0,00	0,00 %
State Aid			
State aid criteria self-check			
Criterium I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?	No	n/a	

State aid criteria self-check	
Criterion I: Is the partner involved in economic activities through the project?	
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No n/a
Criterion II: Does the partner receive an undue advantage in the framework of the project?	
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No n/a
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 5	
Partner number	5
Partner role	PP
Name of the organisation in original language	LUČKA UPRAVA PULA
Name of the organisation in english	PULA PORT AUTHORITY
Organisation abbreviation	LUP
Department / unit / division	
Partner main address	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Istarska županija (HR036)
Street, House number, Postal code, City	Riva 2 52100 Pula
Homepage	www.lup.hr
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.50.10
VAT number (if applicable)	98035365721
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Tax number	98035365721

Legal and financial information	
PEC address	info@lup.hr
PIC (from EC Participant Register)	882831145
Contact	
Legal representative	Mr Dalibor Brnos
Contact person	Ms Sanja BELETIĆ ALBERTINI
Email	sanja@lup.hr
Telephone no.	0038598278766
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>The Port Authority of Pula is a non-profit legal entity with rights and obligations established by the Law on Maritime Property and Sea Ports and the Decision on Establishment Port Authority. The founder of the Port Authority is the County of Istria, and the rights and obligations of the founder are performed by the County Administration in accordance with the Law.</p> <p>Port authority manages several areas and ports in the county: the port of Pula, Commercial zone of Port of Pula, port called Fisherman's cottage, cargo pier in Štinjan, port of Fažana, port of Brijuni, port of Runke, port of Polje, port of Medulin, port of Krnica, port of Valbandon, port of Bunarina, port of Monte Kope, port of Bunarina. Thanks to the previous experience in EU funded projects the staff of the Port Authority of Pula already experienced the project management and implementation. In particular the Port Authority already carried out activities related to intermodality in logistical structures and tariff systems, mobility of passengers across the Adriatic area and sustainable and integrated transport services.</p> <p>Pula port Authority is the only organization in charge of reception and dispatch of passenger and cargo ships on the lines of southern Istria. Improvement of the port in terms of greening, reduction of CO2 and proper use of resources as well as networking, improvement and learning from project partners proved to be an acceptable model of development of the public institution Pula Port Authority. Until now, we have participated in the Adrigreen and Interpass projects in a similar partner consortium, where we created strategies, studies, elaborations and pilot projects that we still use today. Through EU projects, new standards are set in the management and operation of the organization.</p> <p>Interest for this project is based on learning and acquiring knowledge and competences, networking with project partners and stakeholders of the project and enhancing of internal capacities. With this project, we will improve multimodality by integrated data sharing display and creating "connection spot" where local city buss transport company will enable passengers from ship and cruise lines to be transported by electric pick-up vehicle to the bus station. Also, we will contribute on CO2 decreasing process by installing two charging stations for electrical boats and two charging stations for electric cars. Also, we will equipe our capacities buying two pairs of solar containers for the collection of recyclable waste without a press and for the collection of mixed waste with an integrated press.</p> <p>The LUP competences are based in 20 years of experience, croatian coast is growing by the year,</p>	

Motivation

increase number of the passengers and ships that LUP process are also increasing. LUP employees are already introduced about working on EU project.

What is the role (contribution and main activities) of your organisation in the project?

Pula Port Authority (LUP), as PP of ADRIGREEN and INTERPASS project, will play a key role in the assessment and capitalisation of the results of these projects, as foreseen in WP1. In particular LUP will set up a Cross-border technical group, composed by key experts (international experts in intermodal techniques and methodologies), stakeholders and PPs members that will select innovative, sustainable and technologically advanced solutions that will be adapted to the interconnection between ports and urban areas. The group will meet twice: in Venice and in Pula. LUP will provide the template to be used to collect the key outcomes and will elaborate the final report. LUP will also cooperate in the definition of the joint pilot actions to be implemented during the testing phase, by working in close cooperation with Pulapromet d.o.o, AdSPMAM and STP in the joint definition per type of connection (port-urban transport) and with Pulapromet d.o.o in the joint definition per territorial level. Under the coordination of DPA, LUP will be also in charge of the organization of strategic roundtable with ports, foreseen in WP3, that will be held in Pula, involving also the Port of Rijeka and the Port of Zadar with the aim of transferring the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories.

Local consultations with key stakeholders and with the Pula airport will be managed by the PP.

The PP will attend the cross-border Forum in Venice with key selected stakeholders and will be actively engaged in the communication and dissemination activities.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

The port took part as partner to several EU funded projects: 1) APLOMB INTERREG III A ADRIATIC /PHARE 2005 11/2007 - 9/2008 Partner: Strengthening of infrastructure and innovation on manipulative system, intermodality in logistical structures and tariff systems. 2) ADRIAFORM INTERREG IIIA ADRIATIC/PHARE 2005 11/2007-6/2008 Partner: Development of partnerships between public, private and government bodies, establishing standard system of professional profiles in the logistics and transport sector; 3) ADRI-SEAPLANES-IPA CBC ADRIATIC 3/2011-2/2013 Partner: Creating a Master Plan for the construction of a common system of seaplanes and implementation of the system of seaplanes in the Adriatic; 4) EA Sea-Way project IPA ADRIATIC (2007-2013).beneficiary: Improve the accessibility and the mobility of passengers across the Adriatic area, sustainable and integrated transport services, the improvement of physical infrastructures. 5) INTERPASS project Adriatic-Ionian Programme INTERREG V-B Transnational 2014-2020 – partner; enhance the intermodal connections between ports and airports in the Adriatic–Ionian Region in order to improve the processing of passengers 6) ADRIGREEN - 2014 - 2020 Interreg V-A Italy - Croatia CBC Programme – partner. improve the integration of Adriatic ports and airports with other modes of transportation in order to enhance the processing of passengers that are reaching the main touristic destinations located on Adriatic coasts and to improve environmental performances of the regional maritime and aviation system, whose standards are still lagging behind EU average.

Co-financing			
Source		Amount	Percentage
ERDF		192.000,00	80,00 %
Partner contribution		48.000,00	20,00 %
Partner total eligible budget		240.000,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
LUP	Public	48.000,00	20,00 %
Total			
Sub-total public contribution		48.000,00	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		48.000,00	20,00 %
State Aid			
State aid criteria self-check			
Criterium I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?		No	n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?		No	n/a
Criterium II: Does the partner receive an undue advantage in the framework of the project?			
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?		No	n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not		No	n/a

Criterion II: Does the partner receive an undue advantage in the framework of the project?	
received in the absence of funding granted through the project)?	
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 6	
Partner number	6
Partner role	PP
Name of the organisation in original language	Pulapromet d.o.o.
Name of the organisation in english	Pulapromet d.o.o.
Organisation abbreviation	Pulapromet
Department / unit / division	
Partner main address	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Istarska županija (HR036)
Street, House number, Postal code, City	Starih statuta 1a 52100 Pula
Homepage	www.pulapromet.hr
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.49.31
VAT number (if applicable)	96328250067
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Tax number	96328250067

Legal and financial information	
PEC address	alen.petrovic@pulapromet.hr
PIC (from EC Participant Register)	
Contact	
Legal representative	Mr Tomislav Josipović
Contact person	Mr Alen Petrović
Email	alen.petrovic@pulapromet.hr
Telephone no.	00385 98 737 1776
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>Pulapromet has competence and experience in providing public passenger transport services for many years, organizing and implementing public passenger transport services. In 2022, 2.7 million passengers were transported with 1.7 million kilometers traveled.</p> <p>Pulapromet is a provider of public transport services in the area of the city of Pula and Vodnjan and in the area of the municipalities of Fažana, Ližnjan and Medulin. In the year before the Covid 19 pandemic, approximately 3.6 million passengers were transported, after which the number of passengers decreased. Nevertheless, a large increase in the number of passengers has already been recorded since 2020, and the situation is slowly normalizing.</p> <p>Key focus of the organisation is to take care of the environment, and one of them is efficient public transportation. The effectiveness of public transport is pursued by Pulapromet through: improvement of Community Health, improvement of fuel efficiency, prevention of global warming, reduction of public transportation air pollution, improvement Community Mobility, provision of an equitable transportation system.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>The role and activities in the project is the organization and implementation of the public passenger transport service, which will contribute to user satisfaction by improving the quality of the service. Apart from the local population, we primarily mean guests (tourists) who visit Pula without their own vehicle. We believe that the introduction of additional bus departures in places where a large number of tourists come to Pula (eg the sea port) would contribute to reducing traffic jams, reducing air pollution, increasing user satisfaction and helping people with reduced mobility. to reach their final destinations.</p> <p>Contribution and main activities in the project are:</p> <ul style="list-style-type: none"> -increase the comfort and availability of public transport services, -reduce the harmful impact on the environment and CO2 emissions, -increase safety in public transport (drivers and passengers), -interconnection of different forms of transport -reduce vehicle operating costs. <p>Pula Urban Transport (Pulapromet d.o.o) will play a key role during the testing phase of the project. In particular Pulapromet d.o.o will work in close cooperation with LUP, AdSPMAM and STP in the joint</p>	

Motivation

definition of the testing actions per type of connection (port-urban transport) and with LUP in the joint definition per territorial level. Pulapromet d.o.o will be responsible for coordinating the PPs in the definition of the programme and organisation of the 4 testing site visits (Dubrovnik, Venice, Pula, Brindisi) foreseen in WP2 during the implementation of each testing action. The aim of these visit is to present the tested solutions, operational codes, benefits, weakness, problems to be avoided but also to raise awareness on the importance of unified and coordinated measures to improve the connection between ports and urban areas and airports and towards a more efficient processing of passengers. Pulapromet d.o.o. will make available to all PPs a testing site visits' package, that will include invitations and programmes to allow relevant stakeholders to concretely check and test the implemented solutions and the improved connections port-hinterland, and will be responsible of editing the interviews (2/each pilot) that will collect the feedback of the stakeholders that will take part to the 4 testing site visits.

Moreover it will contribute to all the foreseen activities of assessment and transfer strategy (WP1) as well to the definition of the Strategic Roadmap and capitalisation activities. It will implement communication and dissemination activities at local/regional and national level.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

The partner does not have previous experience in EU or international funded projects, for this reason (being a newcomer), the project will have a great impact at local and PP' s level.

External technical assistance was foreseen to support the partner in the reporting activities, moreover both the LP and Pula Port Authority will play a key role in supporting the partner in the management and implementation of tasks.

Co-financing

Source	Amount	Percentage
ERDF	176.000,00	80,00 %
Partner contribution	44.000,00	20,00 %
Partner total eligible budget	220.000,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status of contribution	Amount	% of total partner budget
Pulapromet	Public	44.000,00	20,00 %

Total

Sub-total public contribution	44.000,00	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Sub-total private contribution	0,00	0,00 %
Total	44.000,00	20,00 %

State Aid	
State aid criteria self-check	
Criterium I: Is the partner involved in economic activities through the project?	
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?	No n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No n/a
Criterium II: Does the partner receive an undue advantage in the framework of the project?	
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No n/a
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 7	
Partner number	7
Partner role	PP
Name of the organisation in original language	Autorità di sistema portuale del mare Adriatico meridionale (porti di Bari, Brindisi, Manfredonia, Barletta e Monopoli)
Name of the organisation in english	Southern Adriatic Sea Port Authority (Ports Of Bari, Brindisi, Manfredonia, Barletta And Monopoli)
Organisation abbreviation	AdSPMAM
Department / unit / division	
Partner main address	
Country	Italia (IT)
NUTS 2	Puglia (ITF4)
NUTS 3	Bari (ITF47)
Street, House number, Postal code, City	Piazzale Cristoforo Colombo 1 70122 Bari
Homepage	https://www.adspmam.it/
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	National public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.50.10
VAT number (if applicable)	08032850722
Is your organisation entitled to recover VAT based on national legislation for the activities	No

Legal and financial information	
implemented in the project?	
Tax number	08032850722
PEC address	protocollo@pec.adspmam.it
PIC (from EC Participant Register)	
Contact	
Legal representative	Mr Ugo Patroni Griffi
Contact person	Mrs Evangelia Piteni
Email	e.piteni@adspmam.it
Telephone no.	00390805788511
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>Southern Adriatic Sea Port Authority (AdSPMAM) manages the port of Brindisi and coordinates the relations among the public and private operators for security, passengers and goods services. Although CROSSCONNECT project will be implemented in Brindisi area also the other ports managed by the Authority (Bari, Manfredonia, Barletta, Monopoli and Termoli) will benefit from final project results. Many people work in the port area that is very close to the city center. So, the sustainable development of the economic activities in the port are very important for the local development itself. AdSPMAM has three main governing bodies: 1) the President; 2) the Board; 3) the Auditors. Internally, a unit strategically supports the President and Secretary General in the implementation of their duties and in the exploitation of regional, national and EU funds aimed at the upgrade and improvement of the port facilities and services. The port has a Port Community System called GAIA, managed by the Port Authority, which supports the management of security controls provided by the Port Security Plans as well as port logistics able to manage all the people accessing to port gates through our PCS, in particular is able to manage in real time the passenger flow embarking on ferries and other services.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>AdSPMAM will be appointed as WP1 leader and will coordinate all the consortium in the assessment of solutions and knowledge on intermodal connection of ports and in the definition of a cross-border Transfer strategy that will merge the inputs from the capitalisation and assessment Report. The strategy will address the 2 different type of transport modes connection (port-urban area and port-airport) and will highlight the character of the mobility solutions in terms of sustainability and environmental impact and innovation and advanced technology. In particular AdSPMAM will be responsible for collecting the inputs, delivering the template of the document and coordinating the PP's contribution. The final document, drafted in English by AdSPMAM, will aim at supporting the definition of the joint pilot actions foreseen in WP2. These pilot actions will foresee the direct involvement of AdSPMAM that will work in close collaboration with LUP, Pulapromet d.o.o and STP in the joint definition of the testing actions per type of connection (port-urban transport) and with STP and in the joint definition per territorial level. Under the coordination of DPA, AdSPMAM will be also in charge of the organization of strategic roundtable with ports, foreseen in WP3, that will be held in Brindisi,</p>	

Motivation

involving also the Port of Ancona and the Port of Pescara with the aim of transferring the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories.

ADSPMAM will contribute to local networking and capitalisation by actively involving Aeroporti di Puglia for spreading the intermodal connection opportunities.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

Robust experience on EU Project management since 2006, managing strategic projects, on transport, environment and ICT, funded by SEE, IPA Adriatic and Greece- Italy 2007-2013 Programmes. Some of them were:

- Intermodadria Supporting Intermodal transport solution in the Adriatic Sea - IPA Adriatic
- Easyconnecting – IPA Adriatic
- EaSeaWay - IPA Adriatic
- Watermode- SEE programme
- TenEcoport SEE Programme-
- GAIA – Generalized Automatic exchange of port Information area- Generalized Automatic exchange of port Information area - ETCP Greece-Italy
- ARGES – Passengers and Logistic Information Exchange System - Greece-Italy:
- GRETA–Georeference in Resources for Environment oriented and Telecommunication-based Applications - ETCP Greece-Italy
- CSP CB Ports- ETCP Greece-Italy
- CSP Cross-border Sustainable Ports - ETCP Greece-Italy

Also during the 2014/2020 Programming Period AdSPAM participated as partners in several Interreg Programme such as: ADRIION, GREECE-ITALY, ITALY-CROATIA, ITALY-ALBANIA-MONTENEGRO. In this frame funded Interreg projects on transport matter were:

- DOCK-BI – Greece-Italy 2014/2020 Programme
- AI SMART - Greece-Italy 2014/2020 Programme (as implementing subject)
- EFINTIS – IPA CBC Italy-Albania-Montenegro 2014/2020 Programme
- GUTTA – Italy-Croatia 2014/2020 Programme;
- INTESA - Italy-Croatia 2014/2020 Programme;
- PROMARES - Italy-Croatia 2014/2020 Programme;
- SUSPORT - Italy-Croatia 2014/2020 Programme;
- INTER-PASS – Adrion 2014-2020 Programme;
- SUPER-LNG – Adrion 2014-2020 Programme

In general the financial capacity of ADSPMAM results adequate to cover the cash flow needs connected to this project proposal within the Italy-Croatia 2021-2027 Programme.

Co-financing

Source	Amount	Percentage
ERDF	200.176,00	80,00 %
FdR	50.044,00	20,00 %

Co-financing			
Source		Amount	Percentage
Partner contribution		0,00	0,00 %
Partner total eligible budget		250.220,00	100,00 %
Origin of partner contribution			
Source of contribution	Legal status of contribution	Amount	% of total partner budget
AdSPMAM	Public	0,00	0,00 %
Total			
Sub-total public contribution		0,00	0,00 %
Sub-total automatic public contribution		0,00	0,00 %
Sub-total private contribution		0,00	0,00 %
Total		0,00	0,00 %
State Aid			
State aid criteria self-check			
Criterium I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?		No	n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?		No	n/a
Criterium II: Does the partner receive an undue advantage in the framework of the project?			
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?		No	n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?		No	n/a

Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

B.1 Project Partner 8	
Partner number	8
Partner role	PP
Name of the organisation in original language	Società Trasporti Pubblici Brindisi S.p.A.
Name of the organisation in english	Public Transport Company Brindisi S.p.A.
Organisation abbreviation	STP
Department / unit / division	
Partner main address	
Country	Italia (IT)
NUTS 2	Puglia (ITF4)
NUTS 3	Brindisi (ITF44)
Street, House number, Postal code, City	S.S 613 C.da Piccoli Z.I. 246 72100 Brindisi
Homepage	https://www.stpbrindisi.it/index.php
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	H.49.31
VAT number (if applicable)	00112550744
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Tax number	00112550744

Legal and financial information	
PEC address	amministrazione@pec.stpbrindisi.it
PIC (from EC Participant Register)	
Contact	
Legal representative	Ms Alessandra Cursi
Contact person	Mrs Luciana Carella
Email	luciana.carella@stpbrindisi.it
Telephone no.	00390831549211
Motivation	
Which of the organisation's thematic competences and experiences are relevant for the project?	
<p>Public Transport Company Brindisi S.p.A (STP) has ensured for over 30 years the public transport service in the town of Brindisi and throughout the entire territory of its province. Actually STP carries out the Local Public Transport of: urban public transport within Brindisi municipality, integrated with the sea transport service within the internal harbour waters, the students transport service from the rural areas of Brindisi Municipality and the special services for people with disabilities, the urban public transport within the municipalities of Province of Brindisi and inter-municipal and inter-provincial Local Public Transport service between Puglia territories. Today STP is the reference point for the public transport service management in its province and with over 5 million travelers per year, an asset of skills and people, it is one of the most important public transport companies in Puglia. According to the above, STP results the most suitable partner for the implementation of DBV activities. As the city of Brindisi remains a major port for trade and passengers with Adriatic sea and the Middle East, it has a strategic net of transportation system, in particular: roads, railways, seaport, airport. Moreover in the last years STP matured a specific competence in terms of use of ERDF funds for its public transport equipment with particular regards of INTERREG Project due to the fact that STP Brindisi results lead partner of Interreg CBC Italy-Albania-Montenegro Project named SUMO aimed to improve sustainability and mobility relative to the port areas of the area starting from the problems and solutions identified in the European strategy in the field of "Mobility and Transport". STP Brindisi has then competence in the process of planning of an integrated strategy of sustainable transport to favour the sustainable movement of the increasing number of people travelling for different reason: work, tourism, business, etc.</p>	
What is the role (contribution and main activities) of your organisation in the project?	
<p>STP will be responsible for all the communication activities foreseen by the project. In particular STP will implement a Project Communication Strategy providing all key information, objectives, activities, target groups and channels both at cross-border and local level, as well as project branding and visibility rules and will be approved by the SC (WP1). STP will appointed, during the starting phase of project, a Project Communication Manager that will that will be in contact with the JS and responsible for managing the contents' update on the website and social media. Within the communication management, STP will be responsible for the production of the professional movie documentary , as foreseen in WP2. In occasion of the CROSSCONNECT Adriatic Forum that will be held in Venice, STP will realize CROSSCONNECT model Digital Infographics that will explain in images the tested</p>	

Motivation

intermodal connections, territories involved and benefits achieved and will be used as informative and dissemination materials in web/social communication activities. Besides the communication specific tasks, STP will be involved in all project activities, playing a crucial role in the definitions of the pilot action plan. In fact STP will work in close collaboration with AdSPMAM, LUP and Pulapromet d.o.o in the joint definition of the testing actions per type of connection (port-urban transport) and with AdSPMAM in the joint definition per territorial level, contributing to the definition of the pilot action plans.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

STP has a good experience in terms of EU ERDF financing and its financial capacity results adequate to cover the cash flow needs connected to this project proposal within the Italy-Croatia 2021-2027 Programme. In particular, STP Brindisi recently received several ERDF and Regional funds to enhance local public transport service and the public urban transport service in the area of Province of Brindisi. STP. Currently resulted Lead Partner of Project SUMO funded by Interreg CBC ITALY-ALBANIA-MONTENEGRO 2014/2020 Programme (targeted call for proposal) that as strong synergy with this project proposal. Moreover STP, as stakeholder, participated in the following recent European Territorial Cooperation Projects: DOCK-BI (Interreg V-A Greece Italy 2014/2020), CIELO, SUMMIT e URBANETS (Greece-Italy 2007/2013) about transport matters.

Co-financing

Source	Amount	Percentage
ERDF	184.048,00	80,00 %
FdR	46.012,00	20,00 %
Partner contribution	0,00	0,00 %
Partner total eligible budget	230.060,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status of contribution	Amount	% of total partner budget
STP	Public	0,00	0,00 %

Total

Sub-total public contribution	0,00	0,00 %
Sub-total automatic public contribution	0,00	0,00 %
Sub-total private contribution	0,00	0,00 %
Total	0,00	0,00 %

State Aid

State aid criteria self-check	
Criterion I: Is the partner involved in economic activities through the project?	
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?	No n/a
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No n/a
Criterion II: Does the partner receive an undue advantage in the framework of the project?	
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No n/a
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No n/a
Result of State aid criteria self-check:	No risk of state aid
State aid relevant activities	
GBER scheme / de minimis	

Associated organisations

Number	Status	Name of the organisation in original language	Name of the responsible project partner
1	Active	Lučka uprava Rijeka	DBV
2	Active	Autorità di Sistema Portuale del Mare Adriatico Centrale	AdSPMAM

Lučka uprava Rijeka AO1	
Partner number	LP1
Name of the organisation in original language	Lučka uprava Rijeka
Name of the organisation in english	Port of Rijeka Authority
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Primorsko-goranska županija (HR031)
Street, House number, Postal code, City	Riva 1 51000 Rijeka
Legal representative	Mr Denis Vukorepa
Contact person	Mr Tvrtko Tomljenovic
Email	Tvrtko.tomljenovic@portauthority.hr
Telephone no.	+385 51 351 166
Partner role	The Port of Rijeka Authority is a non-profit institution for the governance, development and use of the Port of Rijeka. The Port of Rijeka Authority manages the development of port capacities and is competent for granting concessions to private concession companies for economic activities in the area of the Port of Rijeka, i.e. port basins Rijeka and Sušak, basin Bay of Bakar, basin Omišalj Bay on the island of Krk and basin Raša in Istria. This large port area, operated by the Port of Rijeka Authority, was declared a port of special (international) economic interest to the Republic of Croatia in 1996 and became the most important national port for international transport. Within its area of competence for the whole area, the Port of Rijeka

Lučka uprava Rijeka A01	
	<p>Authority operates in all aspects of management, strategic planning and development of the construction and use of the Port of Rijeka. As associated partner of CROSSCONNECT project, Port of Rijeka will play a key role for the transferability of the project outputs and results. During the testing phase, representatives from the AP1 will take part to the 4 testing site visits giving feedback on the inputs received and added value perceived. The partner will have the opportunity to concretely test and check the implemented solutions and the participants' feedback will be recorded and disseminated through interviews. It will take part to the CROSSCONNECT Adriatic Forum that will be organized in Venice during WP3, taking the opportunity to exchange knowledge and experience on specific topics related to intermodal solutions for ports, measures to be transferred and adapted, operational code and technological innovation and sustainable approaches in the multimodal transport of passengers. The involvement of the Port of Rijeka will be crucial also during the strategic roundtable that will be held in Pula, giving the chance to all the participants to gain a comprehensive understanding of the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories and declaring the interest of the Port through the signature of a declaration of interest (D3.5)</p>

Autorità di Sistema Portuale del Mare Adriatico Centrale A02	
Partner number	PP7
Name of the organisation in original language	Autorità di Sistema Portuale del Mare Adriatico Centrale
Name of the organisation in english	Central Adriatic Ports Authority
Country	Italia (IT)
NUTS 2	Marche (IT13)
NUTS 3	Ancona (IT132)
Street, House number, Postal code, City	Molo S. Maria 1 60121 Ancona
Legal representative	Mr Vincenzo Garofalo
Contact person	Mr Guido Vettorel
Email	vettorel@porto.ancona.it
Telephone no.	0712078959
Partner role	Central Adriatic Ports Authority (ADSPMAC), manages 7 ports located in two regions (Marche and Abruzzo), as gateways for freight and passenger traffic connecting the South-East Mediterrean countries with the Northern and Central Europe countries. ADSPMAC is responsible for the port infrastructure development and the management and organization of port passenger terminal, crossed each year by nearly 1.000.000 passengers. In particular, the port of Ancona is a core port of the Scan-Med and Baltic-Adriatic corridor of TEN-T network. The project will mainly involve the Port of Ancona, however all the ports of the Central Adriatic Port Authority will be informed and will benefit from the participation. ADSPMAC was already committed with some of the CROSS-CONNECT partners in improving the intermodal sustainable connections between ports and airports during the ADRIGREEN project. This previous cooperation and gained experience will be further exploited during the project. Currently, ADSPMAC is partner in DIGSEA, a capitalisation project for the digitalisation of multimodal transport in the Adriatic Sea and two strategic projects: MIMOSA, improving maritime and multimodal sustainable passenger

Autorità di Sistema Portuale del Mare Adriatico Centrale A02	
	<p>transport solutions and services; SUSPORT, enhancing the environmental sustainability and energy efficiency of the involved Adriatic ports. These expertise will be shared in the framework of the project activities in order to contribute to the exchange of best practices and know-how. Thanks to his extensive experience, ADSPMAC will play a crucial role both for the testing phase and for the final capitalization of project results. Its involvement in the 4 testing site visits foreseen in the starting phase of the project, the participation to CROSS-CONNECT Adriatic Forum and in the strategic round tables with ports that will be held in Brindisi, will allow ADSPMAC to give important feedback on the inputs received and added value perceived and to be engaged in the creation of a new or modernised connection in other territories by adopting the intermodal solutions developed and tested during the project.</p>

C - Project description

C.1 Project overall objective

Below, you can see the Programme priority specific objective your project will contribute to (chosen in section A.1.).

3.1: Developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility

Project overall objective

Now think about your main objective – what do you aim to achieve by the end of your project? Remember your project needs to contribute to the programme’s objective.

Your objective should:

- be realistic and achievable by the end of the project, or shortly after;
- specify who needs project results and in which territory;
- be measurable – indicate the change you are aiming for.

To develop a multi-modal coordinated sea-land approach at cross-border level, based on sustainable and technologically advanced solutions to be tested in order to interconnect ports of the Adriatic Sea with urban areas and airports, improving passengers’ mobility.

C.2 Project relevance and context

C.2.1 What are the common territorial challenge(s) that will be tackled by the project?

Please describe why your project is needed in the programme area and the relevance of your project for the programme area, in terms of common challenges and opportunities addressed.

Low level of integration among different modes of transportation and insufficient investments in sustainable and low-carbon transportation technologies are characterizing several regions in the Adriatic area. The Croatian and Italian Adriatic coasts are rich of touristic destinations, which are reached by millions of tourists every year and this is a crucial phenomenon in the areas involved in the project (Dubrovnik, Venice, Pula and Brindisi, which have increasing trends of passengers in the last years).

Even though the road transportation is still predominant, the number of tourists that are reaching Adriatic towns and cities by ferries and airplanes is significantly increasing. The latest edition of the Adriatic Sea Tourism Report has forecast over 22 million cruise and ferry passenger movements in 2023, representing significant growth in the region's passenger shipping sector. Unfortunately, most of the Adriatic ports (especially those involved in the project) are suffering from lack of connections with other modes of transportation, causing serious traffic congestion problems, especially during the summer seasons. The problems caused by low integration can seriously jeopardize this segment of the tourist market. In fact, the cruise operators make choices of embarkation city in part depending on factors such as how well integrated the urban area/airport is with the port terminal. Also the ports providing ferry connections with islands (main touristic destinations) must be better connected with small/medium airports considering that a considerable number of tourists from North/Western/Central Europe/North America are arriving in the targeted areas by airplane.

The critical issues related to cross-border mobility and connectivity as further development of existing local and regional infrastructures is required by applying a multi-modal approach and by strengthening sustainability and quality. Ports in the area, both TEN-T and not, need to invest more in a coordinated sea-land approach to allow a better balance among local community's needs and the logistic demand. A sustainable local and cross-border connectivity represents an important development factor for the Programme area, since it ensures economic relations and promotes social cohesion.

Several initiatives and projects have been implemented to foster the cooperation and inter-modality between the ports and the railway system and between ports and airports (even in the framework of the Interreg projects), however a more comprehensive approach involving the key transport means used by tourists and passengers (ports and airports) and the urban areas is still lacking, moreover the programme area features some critical issues such as the lack of adequate public transport connections and sustainable multimodal solutions.

In fact there is also a strong need to develop and to implement more sustainable and technologically advanced solutions in the maritime transport and port sectors, considering that the majority of ports facilities are lagging behind the EU average when it comes to sustainable environmental performances.

The project will contribute to properly facing these challenges by developing and promoting a multi-modal coordinated sea-land approach based on sustainable and technologically advanced solutions in order to interconnect Croatian and Italian ports with urban areas and airports, improving passengers' mobility, focusing on innovation and sustainability in the blue economy, capitalising previous cooperation experiences (CBC funds), exploiting the opportunities given by the new digital

tools and creating synergies with EUSAIR (green/smart port hubs concept).

Thanks to its specific objectives and activities, the project will thus contribute to promoting inter-modality through the implementation of sustainable and ICT solutions, with the aim of exploiting the potential networks among the numerous ports in the area, improving cross-border integration and solving current bottlenecks and inefficiencies in existing connections.

C.2.2 How does the project tackle identified common challenges and/or opportunities and what is new about the approach the project takes?

Please describe new solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime. Describe also in what way the approach goes beyond existing practice in the sector/programme area/participating countries.

Considering that all involved territories are facing similar problems (low integration between different modes of transportation, difficulties in a coordinated and smooth passengers' mobility approach) the project will implement all activities with a participative and cross-border approach.

The project will represent a key capitalisation opportunity, by exploiting and capitalising some relevant results and outputs from 2 previous Interreg projects implemented by some of the partners (ADRIGREEN and INTERPASS) and one Interreg Adrion project that the consortium was following with interest (INTERCONNECT). The assessment and capitalisation work at the beginning of the project will be merged with the innovation potential of improving the existing approaches and solutions in a new approach that puts together ports, airports and urban areas of the Adriatic basin. Thanks to the contribution of a cross-border technical working group composed by experts, the project will ensure an adequate capitalisation of the available solutions and know-how, by capturing knowledge produced by previous experiences and widening it to the interconnection between ports and urban areas in a comprehensive approach. This will represent a key innovation aspect of the project, since a strategic approach involving the key transport means used by tourists and passengers in the Adriatic (ports and airports) and the urban areas is still missing.

In order to do that, the project will implement a set of structured activities based on cross-border and cooperative approach and will produce two main outputs:

1) Sustainable and ICT solutions' testing actions: the first phase refers to the capitalisation of the available knowledge from Interreg projects (WP1), that will lead to a definition of a cross-border transfer strategy with the aim to test new sustainable and innovative ICT based solutions, which will speed up the passengers processing from/to ports and airports and urban areas. This activity will contribute to solve one of the main issue related to intermodal connections: lack of knowledge regarding potential, smart and suitable solutions that could significantly improve the processing of passengers and decrease environmental impact of transport activities in Adriatic basin. Subsequently, all PPs will define joint pilot actions both per type of connection and per territorial level. This will represent an innovative aspect too, since the definition of the testing action will be conducted primary at cross-border level, matching the pilot actions on the same type of intermodal connection (port-airport and port-urban area) in the two programme countries (Italy and Croatia); this will bring to a strong cross-border cooperation that will see 4 partners from the 2 Countries working together in the joint definition of the pilot intervention. This activity will lead to the implementation of a Manual on tested solutions that will be shared with other ports, airports and urban transport authorities operating in Adriatic Sea. Each partner already identified its major problems and a set of fields to be tackled by the innovative testing phase (to be further assessed and developed during WP1): smart integrated timetabling and

information for passengers; smart joint ticketing; smart solutions to improve the baggage handling system; green solutions and electric mobility to reduce energy consumption and improve passengers mobility, also developing new sustainable and environmentally friendly routes connecting port and airport, main bus station, city centre.

Each testing phase will strictly pursue a transnational perspective since the final aim is to test solutions, which could be easily adapted in each area involved in the project. In fact, the project will organize also 4 Testing site visits to increase the knowledge of Associated PPs and key stakeholders (other ports/airports, urban transport authorities) on identified and tested solutions for intermodal transportation and to demonstrate the benefits of pilot actions and to show to potential stakeholders how the measures should be managed in order to be successfully adapted.

2) Strategic Roadmap interconnecting ports with urban areas and airports: all PPs will work jointly to formalize the tested intermodal connections by drafting a Strategic Roadmap aimed at transferring the CROSSCONNECT model to other port authorities. The roadmap will be presented at Cross-border Forum and will involve all PPs. The Forum will be followed by dedicated roundtables with all ports operating in the Adriatic Sea that will be organised in each territory with the aim of engaging the ports and port authorities and to explain on how to adapt modernized and sustainable operational and technological solutions that have been tested through the project and to commit them towards the creation of a new or modernised connection with airports and urban transport authorities to enhance the mobility of passengers.

C.2.3 Why is cross-border/transnational/inter-regional cooperation needed to achieve the project's objectives and result?

Please explain why the project objectives cannot be efficiently reached acting only on a national/regional /local level and/or describe what benefits the project partners/target groups/ project area/programme area gain in taking a cross-border/transnational/inter-regional approach.

Considering the specific objectives of the project (capitalisation and transfer of innovative and green intermodal solutions to be adopted in the Adriatic area, testing of their replicability on ports/airports /urban areas enhancing the processing of passengers between ports and other transport infrastructures, defining a common strategic framework for intermodal connections between ports and the hinterland) the cooperation among ports, airports, urban transport authorities and key stakeholders is indispensable.

The project intends to support partners to test some innovative schemes to speed up the transit of passengers, improving their mobility and to make the connections smarter and more sustainable with the purpose to adapt and replicate them, not only within the partnership but also in other Adriatic ports and territories not directly involved in the project.

This is the main reason why the project goal cannot be efficiently reached at local/regional level. The local single action can be of course meaningful but the challenge of the project is to contribute in the creation of convincing conditions for making the entire Programme area better connected and its transport system more environmentally friendly and ICT based.

This challenge can be addressed only if existing practices, operational and technological solutions and raising awareness activities melt together and produce a capitalization effect.

The testing phase (WP2) is a very important part of this project and its implementation will be done with a highly cross-border approach in order to give the possibility to each partner to benefit from the approach developed and results achieved by other partners. More specifically the definition of the

testing action will be conducted primary at cross-border level, matching the pilot actions on the same type of intermodal connection (port-airport and port-urban area) in the two programme countries (Italy and Croatia); this will bring to a strong cross-border cooperation that will see 4 partners from the 2 Countries working together in the joint definition of the pilot intervention. The pilot action plans will then focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports/urban areas involved.

The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities of the area. The pilots will be visited at cross-border level by key stakeholders during the testing site visits.

Thanks to the cross-border evaluation of the pilot actions, each partner will consequently benefit from testing carried out in other partners' area as, during the testing phase, the partnership will have the opportunity to evaluate together the feasibility and effectiveness of identified solutions in order to know how to act in case of further investments to be done in this sector.

Through the cross-border approach and the engagement of experts and stakeholders from different organisations from the Programme area and outside, the definition of both the Manual on tested solutions and the Strategic Roadmap interconnecting ports with urban areas and airports will be defined, ensuring durability and replicability at a wider level.

A key additional added value at cross-border level will be the organisation of strategic roundtables with other ports not participating in the project (Port of Split, Port of Ploce, Port of Trieste, Ravenna Port Authority, Port of Zadar, Port of Pescara) to concretely engage them to adopt the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories, raising their awareness and increasing their knowledge on how to adapt and use operational and technological solutions that have been tested through the project, as well on how to cooperate with airports and urban transport authorities to set intermodal connections.

C.2.4 Who will benefit from your project outputs?

In the first column of each row, please select one of the pre-defined target groups from the drop-down list. In the second column explain in more detail exactly who will benefit from your project. For example, if you choose the category education, you need to explain which specific schools or groups of schools and in which territory.

Target Group	Specification
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Target Group	Specification
<p>Infrastructure and (public) service provider</p>	<p>Public transport service providers , airports and port authorities, also located in countries non involved in the project. Considering that new intermodal connections must be implemented in partnership with enterprises and transport providers their involvement will be indispensable. Transportation companies (Libertas, AVM/actv, AVM spa Venice and Chioggia), airline companies (Pula Airport and Brindisi Airport) and other companies working on airports/ports and urban transport facilities will be involved directly in the assessment (D1.1.1).</p> <p>and in the testing phase (WP2). Their contribution will be of great importance also in the process of the definition of the CROSSCONNECT strategic roadmap (O.3.1) that will be officially presented at the cross border Forum in Venice (A3.2), where they will participate with other key stakeholders, having the chance of sharing their experience on specific topics and exchange their knowledge with other key actors. Last but not least all key ports and port authorities operating in the Adriatic Sea, in particular Port of Split, Port of Ploce, Port of Rijeka, Port of Zadar for the Croatian side and Port of Trieste, Ravenna Port Authority, Port of Ancona and Port of Pescara for the Italian one, with urban transport partners and airports, will be involved in dedicated roundtables that will be held in Dubrovnik, Venice, Pula and Brindisi (D3.3.1), organized with the aim of engaging the ports and port authorities to adopt the intermodal solutions developed and tested during the project (O2.1) and to uptake CROSSCONNECT Strategic Roadmap (O3.1) to improve the intermodal connection of their ports. This engagement will be formalized with the signature of a declaration of interest. Other ports, airports and urban transport companies located in Italy and Croatia will benefit from final project results.</p> <p>TV: 25</p>
<p>National public authority</p>	<p>Ministries of Sea, Transport and Infrastructure and Tourism from both side as well as the Croatian and Italian Chamber of Economics will be actively involved in the project implementation, in particular during the testing phase of the joint pilot actions that will be presented during 4 site visits (A2.3) foresee in the WP2 where their feedback on the inputs received will be represent and important contribution for dissemination and communication of the project progression. National public authorities will also take part to CROSSCONNECT Adriatic Forum (A3.2) that will be held in Venice so as to capitalize the successful tested solutions (O2.1), which could improve national transportations systems.</p> <p>TV: 4</p>

Target Group	Specification
Regional public authority	<p>Regional authorities are in most cases "owners" of several airports/ports located in Adriatic Region. Their involvement will be important in order to plan further investments and solutions to be implemented on ports/airports. CROSSCONNECT will involve in particular Puglia Region (Transport Department) where Brindisi Port is located, Veneto Region that include Venice and Chioggia Ports, Dubrovnik-Neretva County and Istria. The involvement of these authorities in the project will be crucial both during the implementation of the joint pilot actions that will be tested during 4 different site visits (Dubrovnik, Pula, Brindisi, Venice) (WP2), and during the CROSSCONNECT Adriatic Forum (A3.2) that will be held in Venice. Their feedback on the inputs received, that will be recorded through interviews (D2.3.2) and will be spread through the project channels, and their engagement will represent an added value for the project, both in terms of raising awareness and dissemination of project results.</p> <p>TV:6</p>
Local public authority	<p>Municipalities where the involved ports, airports and transport companies are located (Dubrovnik, Pula, Brindisi, Venice). The administrators, will take part with other key stakeholders to the 4 testing site visits (A2.3) that will be organized in Dubrovnik, Pula, Brindisi and Venice with the aim of present the tested solutions (D2.2.1), operational codes, benefits, weakness, problems to be avoided but also to raise awareness on the importance of unified and coordinated measures to improve the connection between ports and urban areas and airports and towards a more efficient processing of passengers. During the testing site visits participants will give their feedback on the inputs received and added value perceived through recorded interviews (D2.3.2), that will be spread through the project channels. Local public authorities will participate to the CROSSCONNECT Adriatic Forum (A3.2) that will be held in Venice with the aim of presenting the results and creating capitalisation and transfer opportunities in the Adriatic area. Their engagement will be of a crucial importance in terms of raising awareness and dissemination of project results.</p> <p>TV:7</p>

Target Group	Specification
General public	<p>Passengers and tourists coming from Italy, Croatia, EU member states and countries outside Europe borders will be directly involved in the project implementation by concretely testing the solution implemented during the pilot actions (O2.1) that will be focused on the improvement of the passengers mobility in terms of on-time timetabling and information for passengers that must continue their travel by other means of transportation, smart joint ticketing, improved baggage handling system and adoption of innovative green solutions and electric mobility. Satisfaction feedback by passengers involved in the testing phase will be collected through a survey that will be performed during the touristic season (D2.4.2), with a target sample of 1000 passengers, and will be included in the joint cross-border evaluation report on the identified and tested solution.</p> <p>TV:4000</p>
Sectoral agency	<p>Touristic development agencies, such as DURA in Dubrovnik, IRTA in Pula, Venice APT in Venice and PugliaPromozione in Brindisi will be essential to disseminate new solutions (D2.4.4) adapted by ports/urban transport /airports among their relevant stakeholders as well as among passengers in order to explain how the results achieved will speed up the processing of tourists traveling in Adriatic area.</p> <p>TV:4</p>
SME	<p>Service providers companies within ports, airports and urban transport premises (passenger and luggage security screening company, ticketing providers, rent-a-car companies, taxi, travel agencies), thanks to the project, will improve their performance and will be able to offer a more efficient service to the Passengers. They will thus be involved in the testing phase (WP2) and will benefit from the adopted tested solutions in the new connection (O2.1).</p> <p>TV:24</p>
Enterprise, except SME	<p>Ferry/Cruise companies and other companies working on airports/ports and urban public transport facilities in all the 4 involved areas (Dubrovnik, Pula, Venice and Brindisi) will be involved in the testing phase (A2.1) and will be part of the process of testing the new solutions (A2.2) and of the development of the joint cross-border evaluation report (D2.4.4).</p> <p>TV:12</p>

Target Group	Specification
International organisation, EEIG	<p>Some EEIG will be involved in the project in order to collect their feedback and exchange best practices and knowledge (A1.1). This will mainly be related to the initial assessment and transfer phase and to the capitalisation phase (particularly on the dissemination of the manual on the tested solutions (O2.1) and Strategic Roadmap (O3.1) during the CROSSCONNECT Adriatic Forum (A3.2).</p> <p>In particular the Transport Community Permanent Secretariat (international organisation composed of the EU and the six Western Balkan Parties - Republic of Albania, Bosnia and Herzegovina, Kosovo, Republic of North Macedonia, Montenegro and Republic of Serbia) in the topics of EU transport market, by offering a significant contribution in the areas of interoperability, traffic management and environment and the CEI-Executive Secretariat (CEI-ES) on the promotion of flourishing Green Growth. The project will give an important contribution to the implementation of CEI's plan of action 2021-2023 by focusing on one of its main priority, that is the creation of a modern and environmentally-friendly transport system essential to enhance countries' trade, tourism, and overall competitiveness, as well as raise the quality of life in the region.</p> <p>TV:3</p>
Higher education and research organisations	<p>Universities such Dubrovnik, Pula, Bari, Split, Rijeka ecc. will be involved in the capitalization process, the testing phase of the pilot action plan (D2.1.1) jointly defined by the consortium and will participate to the Cross-border Forum (A3.2) that will take place in Venice. Education and research institutes all over the EU might be invited to collaborate during the identification of solutions (D1.1.1) to be transferred in the programme area.</p> <p>TV:6</p>

C.2.5 How does the project contribute to wider strategies and policies?

Please indicate to which strategies and policies your project will contribute. Then describe in what way you will contribute.

Strategy	Contribution
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Strategy	Contribution
EU Strategy for the Adriatic and Ionian Region	<p>The project is coherent with EUSAIR as it will contribute in a clear way to flagship "THE ADRIATIC-IONIAN MULTI-MODAL CORRIDORS" and specifically to the second specific objective of Pillar 2 "To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers". Considering that the objective of the project is to improve intermodality of ports with urban areas and airports, with the aim of improving passengers' mobility, the partnership will act in coherence with some of the main recommendations included in the Strategy. Countries of the Adriatic Ionian Basin need indeed to modernize the transportation sector also through intermodal investments. This project will achieve the territorial cohesion through better connections and integration among various modes of transport in Italy&Croatia. In addition, as specified in the Pillar 2, it will support and accomplish innovative transportation solutions with reduced costs and improved efficiency.</p>
European Green Deal	<p>CROSSCONNECT project will contribute to the comprehensive strategy on Sustainable and Smart Mobility that 2020 Eu Green Deal intends to implement. The project will be implemented by contributing to both levels of the intervention approach foreseen in the core strategy of the EU Green Deal, the Trans-European Transport Network TEN-T policy:</p> <ul style="list-style-type: none"> - close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU; - improved use of infrastructure, reduced environmental impact of transport, enhanced energy efficiency and increased safety. <p>CROSSCONNECT will be implemented also in the framework of another EU Green Deal priority related to the sustainability of blue economy. In particular the project will contribute to this objective by promoting the adoption of sustainable mobility solutions that will be defining firstly by the consortium during the testing phase of the project and will then implemented during the pilot actions.</p> <p>Developed ICT tools and solution of CROSSCONNECT project will contribute to the achievement of the EU Green deal measure 2.1.5. Accelerating the shift to sustainable and smart mobility where need for smart traffic management enabled by digitalisation is recognised.</p> <p>Also, adopted green intermodal solutions, developing new electric urban public bus lines by replacing old combustion-engine vehicles, installing recharging stations in ports and electrifying airport baggage operations will result in less pollution in city, port and airport areas.</p>

Strategy	Contribution
Other	<p>EU Blue Economy strategy</p> <p>CROSSCONNECT project will be implemented in the framework of the new approach for a sustainable blue economy adopted by the European Commission. In particular the project will tackle directly one of the objectives of the strategy, the development of the infrastructure in coastal areas in terms of green sustainability, while benefiting tourism and the coastal economy. The involvement of different port authorities is a key factor for the implementation of the project. Their crucial role to the achievement of the objectives of climate neutrality and zero pollution, as it has been underlined in the Blue Economy Strategy, will be strengthened by CROSSCONNECT approach that will strengthen the adoption of innovative and sustainable solutions with the aim of optimizing traffic flows in and around ports.</p>
Other	<p>WHITE PAPER - Roadmap to a Single European Transport Area</p> <p>At EU level CROSSCONNECT is coherent with main transport strategies such as “Roadmap to a Single EU Transport Area” as it tackles directly the issue of multimodal transport solutions by investigating innovative schemes to enhance greater integration of the modal networks: airports, ports, railway, metro and bus stations, that should increasingly be linked and transformed into multimodal connection platforms for passengers.</p> <p>EU explicitly encourages the integration of air and sea modes of transport with hinterland connections and integration of systems and services (ticketing, passenger reservation, baggage transport) which make easier for passengers to switch from one mode to another.</p> <p>CROSSCONNECT intends to carry on and implement some of the 10 strategic goals enounced in the White Paper, such as establish the framework for a European multimodal transport information, management and payment system, and improving infrastructure in the context of trans-European networks and integration of the new Member States into the network. In fact the project will foresee a joint testing phase carried out by ports and other transport facilities (airports and urban local transport) involved in the project implementation with the aim of adopting sustainable mobility solutions, bothe per type of connection and at territorial level, that could be capitalize also by other key actors in Adriatic area.</p>
Other	<p>Transport development strategy of the Republic of Croatia (2017 - 2030)</p> <p>In Croatia the project directly contributes at the achievement of the “Transport Development Strategy of the Republic of Croatia 2017-2030” which specifically aims to improve the interoperability of the Croatian transport system (public transport, rail, road, maritime, inland water and air) and to enhance the transport system (operation, organization and infrastructure development and maintenance) according to the principle of economic sustainability.</p>

Strategy	Contribution
Other	<p>The National Strategic Plan for Ports and Logistics (PSNPL) - Italy</p> <p>In Italy, at national level, the project boasts a high coherence with the National Ports and Logistic Strategic Plan released by the Ministry of Infrastructures and Transport, which identifies a set of goals to be reached by Italian ports on midterm, one for all, to increase the planning capacity of ports in the field of integrated passenger transport system. CROSSCONNECT project will be implemented by focusing on one of the three central action lines of the plan, that concerns the improvement of transport facilities in terms of:</p> <ul style="list-style-type: none"> -environmental, economic and social sustainability; -intermodal transport enhancement, by connecting the road, air and water infrastructures.
Other	<p>Croatian Sustainable Tourism Strategy</p> <p>CROSSCONNECT project will make an important contribution to the sustainable tourism development in the region, acting mainly on the integration of, ports, airports and urban transport systems by adopting sustainable solutions with the aim of support a more resilient, balanced and innovative tourism offer. The joint testing phase that will be carried out by project partners will lead to the implementation of a set of sustainable and tested solutions that will benefit directly the touristic flows, in terms of a general improvement of connections of ports with airports and hinterland services.</p>

C.2.6 Which synergies with past or current EU and other projects or initiatives will the project make use of?

Project or Initiative	Synergy

Project or Initiative	Synergy
INTERPASS	<p>INTERPASS, supported by Adriatic-Ionian Programme INTERREG V-B Transnational 2014-2020, was mainly focusing on the enhancement of the intermodal connections between ports and airports in the Adriatic–Ionian Region in order to improve the processing of passengers (mainly cruise tourists and travelers reaching tourists destinations located on Adriatic and Ionian coasts) during the peak season.</p> <p>The WP1 of CROSS CONNECT project consists of assessment and capitalization of already identified solutions and available knowledge from INTERPASS Capitalization manual on best practices, their replicability and adaptability, Integrated Strategic Plan for better connection port-airport, Transnational evaluation report on intermodal solutions to improve and speed-up tourists’ transit between ports and airports. Based on this assessment, PPs will jointly work to a Transfer Strategy document.</p> <p>Last but not least point of synergy with INTERPASS project is the partnership involved in CROSS CONNECT project that includes regional airports and main port authorities located in the Adriatic region which are already involved in the implementation of INTERPASS project and, for this reason, have a deep knowledge of the state of art in implementing local strategies and policies for multimodal and intermodal connections.</p>
ADRIGREEN	<p>ADRIGREEN, supported by 2014 - 2020 Interreg V-A Italy - Croatia CBC Programme, was focusing on the improvement of the integration of Croatian and Italian ports and airports with other modes of transportation in order to enhance the processing of passengers during the summer seasons and to improve environmental performances of the Adriatic maritime and aviation systems.</p> <p>The capitalization of this project will follow a specific path that start from the WP1 of CROSS CONNECT project by the assessment of the ADRIGREEN Capitalization Report that include useful data related to intramodality, best practise, operational and technological schemes to reduce environmental impacts of airports and ports, innovative solutions, procedures and techniques, SWOT analyses, funding schemes and ends with the evaluation of ADRIGREEN Joint Action Plan for intermodal and multimodal passengers’ transportation from/to ports and airports. As a key deliverable of WP1 of CROSS CONNECT project, a Transfer Strategy document will be realized. An added value to the implementation of CROSS CONNECT project is represented also by the involvement of ADRIGREEN project partners whose staff is already acquainted with some basic environmental monitoring tools, environmental strategic plan, and identification of codes of practice to lower the impacts of airport management.</p>

Project or Initiative	Synergy
INTERCONNECT	<p>INTERCONNECT project, supported by Interreg ADRION Programme, has produced relevant results and recommendations for the proposed project. In particular, the Strategic Roadmap that has been developed in the framework of INTERCONNECT project named "Roadmap; Towards passengers sustainable mobility in ADRION region" has given a significant contribution in terms of measures and fields of interventions in connecting ports with hinterlands. Two aspects of the roadmap and their related measures has been considered of strategic importance for this project, especially:</p> <ul style="list-style-type: none"> - Aspect 2: The future of anyADRIONport Measures: New services/enhanced bus services connecting ports to the hinterlands, adequate information sharing provided with ICT tools for user information provision. - Aspect 2a: Special Part dedicated to cruise Measures: Creation of CIS tools to share passenger and baggage information for cruise passengers, sustainable intermodality promotion of port area as well as connection to hinterlands.
GREEN C PORTS	<p>The GREEN C Ports project, supported by Connecting Europe Facility 2020-2023. will pilot the use of digitalisation tools and technologies to support port environmental sustainability and performance of port operations in the TEN-T Core- Network. By analyzing the data gathered from the technologies applied, it will be possible to build models to predict in real time the impact of the environmental conditions over port operations (ship loading/unloading, port congestion, traffic management, etc.) and also over nearby city areas. The case studies results and the main benefits of the technologies piloted in GREEN C Ports project could be considered of a relevant importance in the framework of the implementation of CROSSCONNECT project, giving a concrete contribution to the overall project objective that will foresee the development of a multi-modal coordinated sea-land approach based on sustainable and technologically advanced solutions.</p>

C.2.7 How does the project build on available knowledge?

Please describe the experiences/lessons learned that the project draws on, and other available knowledge the project capitalises on.

The CROSS - CONNECT project will exploit results of the project ADRIGREEN (Interreg Italy-Croatia programme) whose main objective was to improve the integration of Croatian and Italian ports and airports with other modes of transportation in order to enhance the processing of passengers during the summer seasons and to improve environmental performances of the Adriatic maritime and aviation systems. In this respect Capitalisation manual has been created within ADRIGREEN project which summarises possible field of interventions to be implemented in future projects as well as challenges and lessons learned from implementation of pilot action activities. Port of Dubrovnik, Port of Pula and the LP will play a key role in capitalising their previous experience in the project.

Another significant project that produced results relevant for the proposed project, is the INTER-PASS project (Interreg ADRION). The overall objective of the INTER-PASS project was to enhance the intermodal connections between ports and airports in the Adriatic–Ionian Region in order to improve the processing of passengers, mainly cruise tourists and travellers reaching tourists destinations located on Adriatic and Ionian coasts during the peak season. The INTER-PASS produced the outputs that address “home ports” for cruisers & ferries that lack integration within various modes of transport, especially with regional airports. The Integrated Strategic Plan for multimodal passenger transportation between ports and airport, produced during INTER-PASS, will be consulted together with the local Actions Plans that defined and tested solutions in involved cities (Dubrovnik, Pula, Bari and Corfu).

Another project whose results and recommendation will be discussed and transferred is INTERCONNECT (Interreg ADRION programme), in which a roadmap was developed: “Roadmap; Towards passengers sustainable mobility in ADRION region”. Prioritised identified measures and fields of interventions in connecting ports with hinterlands for future projects will be exploited, especially Aspect 2 (The future of any ADRION port and Aspect 2a (cruise passengers) of the roadmap, such as:

- New services /enhanced bus services connecting ports with hinterlands,
- Adequate information sharing and ICT tools for user information provision,
- Creation of CIS tools to share passenger and baggage information for cruise passengers,
- Sustainable intermodality promotion of port area as well as connection to hinterlands.

CROSS - CONNECT will tackle those field of interventions connecting ports with hinterlands, especially in the most critical areas that improve travellers’ experience (development of ICT tools for data sharing, smart ticketing services, adoption of smart solutions for home port (cruise) operations in respect of passenger and baggage processing, etc), as well as sustainable and environmentally friendly intermodal connections between ports and hinterlands resulting in reducing Green gas emissions in urban and peripheral areas.

The proposed project idea includes coastal cities / regions in Adriatic, that have significant challenges with coping with growing tourist demand, and sustainable energy efficient transportation solutions. The ports in Pula, Brindisi, Dubrovnik and Venice have the challenge to effectively connect with both surrounding urban areas and airports. The airports, ports, and urban traffic providers in mentioned cities, experience high seasonal traffic and cope with the seasonal exchange of cruise & fly passengers (Home Port operations). There is local experience and expertise in facing those challenges. The proposed project idea will build on that knowledge and introduce innovation and integration, in order to create new energy effective and sustainable solutions, but also to share best practices, knowledge and experiences.

C.3 Project partnership

Describe the structure of your partnership and explain why these partners are needed to implement the project and to achieve project objectives. What is the contribution of each partner to the project?

The project involves 4 Port Authorities, 2 from Italy (Venice/Chioggia, Bari) and 2 from Croatia (Dubrovnik, Pula). In each of the involved territories, the Port authorities will work with 2 other type of transport partners: 2 airports (Venice Airport for Italy and Dubrovnik Airport for Croatia) and 2 urban local transport authorities (Pulapromet of Pula-Croatia and STP of Brindisi-Italy).

The partnership was built in this very challenging and innovative way in order to concretely test joint pilot actions and to implement intermodal connections between ports and urban areas/airports. In each programme Country 2 types of partnership and connection will be implemented (port-airport and port-urban area), thus creating a very interesting approach and joint exchange both from a technical and cross-border perspective.

The project involves 2 key associated partners (Ancona Port-Italy and Rijeka Port-Croatia), that will play a crucial role in the transfer and capitalisation activities.

The project will foresee a joint implementation and each work package will be led by one partner. All PPs will actively contribute to all the activities and deliverables, while the division of tasks and responsibilities has been done according to each PP's field of intervention and previous experience.

The partnership was built starting from previous cooperation in the field of intermodal connectivity and solutions, namely in the framework of ADRIGREEN Italy-Croatia and INTERPASS Interreg Adrion projects, in which the LP, PP2, PP5 and PP7 were joining. Thanks to the dissemination and capitalisation activities of the previous projects, the Ports of Venice and Chioggia expressed their interest in further exploiting in the Veneto Region the path started by PP2, PP5 and PP7. Each Port Authority was then committed to approaching the local partner (airport or urban transport) in order to build a very specifically balanced partnership (per transport and per Country). In this way, in each Programme Country, both types of intermodal connections (port-urban area and port-airport) will be tested and adopted.

All PPs will be engaged in the pilot activity on 2 levels: at cross-border level (joint pilot definition per type of transport connection) at local level (joint pilot implementation for setting up the intermodal connection port - urban area/airport).

Key expertise of the PPs that will guarantee a proper implementation:

>LP Dubrovnik Airport: as LP of INTERPASS project and PP of ADRIGREEN project, DBV will have a key role in the assessment and capitalisation of the available knowledge of these two past INTERREG projects, thanks to its experience and good results in management, it will support and coordinate the PPs. It will lead WP2;

>PP2 Dubrovnik Port: thanks to its previous experience in testing actions in the framework of projects improving the ports' intermodal connections, DPA will coordinate the pilot implementation and testing phase of green and ICT innovative solutions to improve passengers' mobility between ports and the hinterland, foreseen in WP2;

>PP3 Venice/Chioggia Port: NASPA will exploit its expertise and networking potential by coordinating the work of the consortium on a joint cross-border evaluation report on the testing phase of innovative and green mobility solutions, as well as coordinating the definition of the CROSSCONNECT

Strategic Roadmap. It will lead WP3;

>PP4 Venice Airport: SAVE will be in charge of the organization of the cross border forum that will be held in Venice in order to present the results of CROSSCONNECT project and create capitalisation and transfer opportunities in the Adriatic;

>PP5 Pula Port: as LP of ADRIGREEN project and PP of INTERPASS project, LUP will play a key role in the assessment and capitalisation of the available knowledge of these INTERREG projects foreseen in WP1. In particular LUP will set up a Cross-border technical group, composed by key experts (international experts in intermodal techniques and methodologies), stakeholders and PPs members that will select innovative, sustainable and technologically advanced solutions that will be adapted to the interconnection between ports and urban areas;

>PP6 Pula Urban Transport: Pulapromet will be responsible for coordinating the PPs in the definition of the programme and organisation of the 4 testing site visits (Dubrovnik, Venice, Pula, Brindisi)

>PP7 Bari Port: AdSPMAM will lead the WP1, exploiting the experience gathered in INTERPASS and other initiatives;

>PP8 Brindisi Urban Transport: thanks to its expertise, STP will supervise the communication and dissemination activities to be implemented by partners and it will be responsible for the key communication deliverables.

APs represent a key added value, being 2 of the major ports of the Adriatic, that will be involved in the transfer and capitalisation activities and that will play a key role in the uptake and replication of the project results.

C.4 Project work plan

Number	Work package name
1	Assessment of solutions and knowledge on intermodal connection of ports and Transfer strategy
2	Testing and evaluation of innovative and green mobility solutions between ports and the hinterland
3	Innovative intermodal connections improving passengers' mobility

Work package 1

Work package title

Assessment of solutions and knowledge on intermodal connection of ports and Transfer strategy

Objectives

Your objectives should be:

- realistic and achievable by the end of the project;
- specific (who needs project outputs delivered in this work package, and in which territory);
- measurable – indicate the change you are aiming for.

Define one project specific objective that will be achieved when all activities in this work package are implemented and outputs delivered.

To capitalise and transfer the available knowledge and strategies on innovative and green intermodal solutions

Think about the communication objective that will contribute to the achievement of the specific objective. Communication objectives aim at changes in a target audience's behaviour, knowledge or belief.

To increase the knowledge on the identified and adaptable green and ICT solutions towards regional and national stakeholders (transport providers, public authorities, service provider companies, development agencies) using targeted dissemination of the Transfer Strategy on both institutional and mainstream media to generate cross-sectoral engagement on facilitating sustainable innovation in an intermodal perspective.

Activities

Activity 1.1	
Title	Assessment and capitalisation of the available knowledge from ADRIGREEN and INTERPASS Interreg projects
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6
Description	During the kick-off meeting a technical session will be launch among PPs to jointly analyse and assess the available knowledge and already identified solutions in the framework of the previous projects (ADRIGREEN/INTERPASS). The work will be based on the following results:

Activity 1.1	<ul style="list-style-type: none"> - ADRIGREEN Capitalization Report (useful data related to intramodality, best practise, operational and technological schemes to reduce environmental impacts of airports and ports, innovative solutions, procedures and techniques, SWOT analyses, funding schemes) and Joint Action Plan for intermodal and multimodal passengers' transportation from/to ports and airports - INTERPASS Capitalisation manual on best practices, their replicability and adaptability, Integrated Strategic Plan for better connection port-airport, Transnational evaluation report on intermodal solutions to improve and speed-up tourists' transit between ports and airports - INTERCONNECT Strategic Roadmap - Towards passengers sustainable mobility in ADRIAN region" to deepen measures and fields of interventions in connecting ports with hinterlands. <p>After the first meeting in person, PPs will continue working online under the coordination of the LP. Communication and dissemination activities, supervised by STP will be defined and launched to promote the project results. STP will be the partner supervising the Communication activities at project level and identifying the Project Communication Manager that will be in contact with the JS and responsible for managing the contents' update on the website and social media.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 1.1			
Running number	Deliverable title	Description	Delivery period
D.1.1.1	Cross-border assessment and capitalisation report	The report, coordinated by the LP, collects the main findings from the assessment & capitalisation analysis performed in the framework of ADRIGREEN, INTERPASS, INTERCONNECT projects. It will collect the minutes and outcomes from the 1st technical session and the online meetings held among PPs. TV:1	Period 1, 1 - 6
D.1.1.2	Project Communication Strategy	This deliverable will provide all key information, objectives, activities, target groups and channels both at cross-border and	Period 1, 1 - 6

Deliverables 1.1			
Running number	Deliverable title	Description	Delivery period
		local level, as well as project branding and visibility rules and will be approved by the SC. TV:1	

Activity 1.2	
Title	Cross-border technical working group for the selection of innovative sustainable and technologically advanced solutions
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6
Description	<p>The objective of this activity is to ensure an adequate capitalisation of the available solutions and know-how, by capturing knowledge produced by previous experiences and projects and widening it to the interconnection between ports and urban areas. Under the guidance of LUP a Cross-border technical group, composed by key experts (international experts in intermodal techniques and methodologies), stakeholders and PPs members will be set up. The CBTG will investigate the existing solutions from A1.1 and evaluate the level of its adaptability, according to the territorial needs, in order to identify the intermodal schemes, testing of demonstration actions, possible obstacles and evaluation processes.</p> <p>The group will meet twice: in Venice (M3) and in Pula (M4).</p> <p>The members (16: 8 PP's internal experts + 8 externals) will be selected jointly by all partnership. Each partner will cover the expenditures of 1 external expert /stakeholder (travel and accommodation, fees).</p> <p>The Cross-border assessment and capitalisation report will represent the basis for the transfer strategy and will be jointly implemented by all PPs with the contribution from the external experts and stakeholders that will be selected to join the Cross-Border technical working group.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet,

Activity 1.2	
	AdSPMAM, STP

Deliverables 1.2			
Running number	Deliverable title	Description	Delivery period
D.1.2.1	Cross-border technical working group procedure and follow-up report	<p>The deliverable presents the capitalisation opportunities for intermodality between ports and airports and the newly identified options for the connection port-urban area.</p> <p>LUP will provide the template to be used to collect the key outcomes and will elaborate the final version of the document.</p> <p>TV:1</p>	Period 1, 1 - 6

Activity 1.3	
Title	Definition of a cross-border Transfer strategy with selection of solutions to be applied on a multi-modal approach
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6
Description	<p>PPs will jointly work to define a transfer strategy that will merge the inputs from the capitalisation and assessment Report (D1.1) with the key results and inputs from the Cross-border technical group. The document will concretely address the PPs in the selection of the mobility solutions to be implemented for the testing actions.</p> <p>The strategy will address the 2 different type of transport modes connection (port-urban area and port-airport) and will highlight the character of the mobility solutions in terms of:</p> <ul style="list-style-type: none"> - Sustainability and environmental impact - Innovation and advanced technology <p>ADSPMAM will be responsible for collecting the inputs, delivering the template of the document and coordinating the PP's contribution. The transfer strategy will be realised in English and translated into Italian and Croatian.</p> <p>This will represent the key result from WP1, aimed at supporting the definition of the joint pilot actions. It will be used by partners as well as promoted outside</p>

Activity 1.3	
	the partnership to disseminate the transfer opportunities.
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 1.3			
Running number	Deliverable title	Description	Delivery period
D.1.3.1	Collection of mobility solutions	Document aimed at collecting the mobility solutions to be evaluated for the pilots. The solutions will be selected according to their level of sustainability, environmental impact and innovation. It will be drafted in English by ADSPMAM. TV:1	Period 1 , 1 - 6

Outputs

Output 1.1	
Output Title	Transfer Strategy
Programme Output Indicator	RCO83_3.1: Strategies and action plans jointly developed
Measurement Unit	strategy/action plan
Target Value	1,00
Delivery period	Period 1, 1 - 6
Output Description	This strategic document will collect the key results from the capitalisation and assessment Report, the feedback from the experts at cross-border level (A1.2) and available technologies and solutions. It will represent the key supporting tool for the definition of the joint pilot actions. It will be drafted in English by ADSPMAM and translated into Italian and Croatian, for a wider distribution through institutional and networking channels, as well as through the web.

Investments

Work package 2

Work package title

Testing and evaluation of innovative and green mobility solutions between ports and the hinterland

Objectives

Your objectives should be:

- realistic and achievable by the end of the project;
- specific (who needs project outputs delivered in this work package, and in which territory);
- measurable – indicate the change you are aiming for.

Define one project specific objective that will be achieved when all activities in this work package are implemented and outputs delivered.

To develop and test innovative green solutions and ICT tools for enhancing the processing of passengers between ports and other transport infrastructures (urban transport authorities and airports)

Think about the communication objective that will contribute to the achievement of the specific objective. Communication objectives aim at changes in a target audience's behaviour, knowledge or belief.

To raise awareness on the tested connections and related solutions among:

- other ports/airports, urban transport authorities and key authorities through testing site visits that will increase the knowledge on identified and tested solutions for intermodal transportation;
- passengers and general public through the dissemination of videoclips and interviews related to the pilots.

Activities

Activity 2.1	
Title	Definition of joint pilot actions
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12
Description	<p>The testing phase will allow the PPs to put into practice several solutions identified in WP1 with the aim to test new sustainable and innovative ICT based solutions which will speed up the passengers processing from/to ports and airports and urban areas.</p> <p>Different fields will be tackled by the testing phase, in accordance with the territorial needs identified by</p>

Activity 2.1	
	<p>the CBWG and by the partners. The joint definition of the testing action will be conducted on 2 levels:</p> <ol style="list-style-type: none"> 1) Joint definition per type of connection: <ul style="list-style-type: none"> - port-airport (developed by Dubrovnik and Venice territories – PP1, PP2, PP3, PP4) - port – urban transport (developed by Pula and Brindisi territories – PP5, PP6, PP7, PP8) 2) Joint definition per territorial level: each port will jointly develop and implement the pilot with the territorial PP, in order to improve the intermodal connection. <p>The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and urban local transport/airports operating involved: actions to support PPs in developing intermodal transports solutions, measures to support the transfer and uptake of existing solutions and instruments on the basis of the Transfer Strategy elaborated in WP1. In particular, the plan should identify a set of mixed-mode committing solutions to be tested and evaluated in each area.</p> <p>The LP will supervise the activity and coordinate the PP's work in the joint definition of the pilots.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 2.1			
Running number	Deliverable title	Description	Delivery period
D.2.1.1	Pilot action plans	<p>Definition of 4 pilot action plans that will follow a cross-connected 2-step approach:</p> <ol style="list-style-type: none"> 1)Cross border joint definition per type of transport connection (joint definition Dubrovnik + Venice and Pula + Brindisi) 2)Local joint definition per territorial level to improve the intermodal connection. <p>TV:4</p>	Period 2 , 7 - 12

Activity 2.2	
Title	Pilot implementation and testing of green and ICT innovative solutions

Activity 2.2	
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	<p>Pilot implementation and testing of green and ICT innovative solutions to improve passengers' mobility between ports and the hinterland.</p> <p>The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities in the area.</p> <p>The partnership already identified the main fields of interest on which the testing could be focused (but further assessment and detail plan will result from WP1 activities):</p> <ol style="list-style-type: none"> 1) implementation of integrated timetabling and information for passengers that must continue their travel by other means of transportation (Dubrovnik, Pula, Venice, Brindisi); the aim of the action is to integrate data in order to optimise passenger flow and improve intermodal transport (development of innovative ICT tool /web application containing all data necessary to improve port-airport/city connection and increase level of satisfaction of passenger and reduce congestion in port / airport terminal area and on the connection road, development of software solutions to integrate and share information between different transport organisations, better information access points for passengers, etc); 2) smart joint ticketing (Pula) to allow passengers to buy tickets for public bus transport in the premises of Pula port; 3) adoption of smart solutions to improve the baggage handling system (Venice, Dubrovnik); 4) adoption of green solutions and electric mobility to reduce energy consumption and improve passengers mobility (Pula, Brindisi, Dubrovnik). PPs will jointly develop new sustainable and environmentally friendly routes connecting port and airport, main bus station, city centre (connection to main city tourists point of interest will also be considered). <p>The testing of the implemented solutions will be recorded to be disseminated and further exploited to</p>

Activity 2.2	
	<p>a wider audience. Videoclips will be realised for each pilot under the coordination of STP; the aim of the short movies is not just to present the main achievements of involved ports and airports in improving the intermodal connectivity but also explain to passengers concrete benefits generated by implemented solutions.</p> <p>Posters, billboards and plaques will acknowledge the Programme funding support and describe to passengers the aim of the project and the adopted solutions. The Manual will be presented through envisaged communication activities and disseminated towards identified stakeholders.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 2.2			
Running number	Deliverable title	Description	Delivery period
D.2.2.1	Manual on tested solutions	Manual on tested solutions and practices: each territorial connection (Dubrovnik, Venice, Pula, Brindisi) will elaborate a practical manual with the purpose to present the successful tested solutions. DPA will coordinate D.2.2, that will be drafted in English and translated into IT and HR. TV:1	Period 3 , 13 - 18
D.2.2.2	Videoclip on tested solutions	8 videoclip for digital and social communication activities and documentation/promotion of the tested solutions (even in the PP' s premises). Each PP will record the tested solutions and STP will realise 2 videoclips per each pilot. Voiceover in ENG, IT and HR. TV:8	Period 3 , 13 - 18

Activity 2.3	
Title	Testing site visits
Start period	Period 3, 13 - 18
End period	Period 3, 13 - 18
Description	During the implementation of each testing action the partners will organize a testing site visit to present the tested solutions, operational codes, benefits, weakness, problems to be avoided but also to raise

Activity 2.3	
	<p>awareness on the importance of unified and coordinated measures to improve the connection between ports and urban areas and airports and towards a more efficient processing of passengers. 4 visits will be jointly organised at local level, one in each pilot (Dubrovnik, Venice, Pula, Brindisi). Associate partners (Port of Ancona and Port of Rijeka) will attend the visits together with other relevant stakeholders among ports authorities, other transport authorities, national and regional transport public authorities, cruise/ferry companies, Air companies, Enterprises, Research Institutions. During the testing site visits participants will give their feedback on the inputs received and added value perceived through recorded interviews, that will be spread through the project channels. Pulapromet will be responsible for coordinating the PPs in the definition of the Programme and organisation of the 4 testing site visits.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 2.3			
Running number	Deliverable title	Description	Delivery period
D.2.3.1	Testing site visits' package	4 testing site visit invitations & programmes to allow relevant stakeholders to concretely check and test the implemented solutions and the improved connections port-hinterland. At least 20 stakeholders will participate in each site visit. Press and TV stations will be invited to participate. TV:4	Period 3 , 13 - 18
D.2.3.2	Interviews to key stakeholders	8 interviews in national languages with ENG subtitles to record the feedback of stakeholders at the testing site visits (2/each pilot). Interviews will be shared and broadcasted at national & transnational level (TV, eb,social media). Each PP will record the interviews, while PP6 will edit it. TV:8	Period 3 , 13 - 18

Activity 2.4	
Title	Pilots' evaluation
Start period	Period 3, 13 - 18

Activity 2.4	
End period	Period 4, 19 - 24
Description	<p>Joint evaluation at local and cross-border level: the testing will be followed by a joint evaluation that will consist in 3 steps:</p> <ul style="list-style-type: none"> - Collection of appraisal reports at local level on the concrete measures implemented and tested to improve the connection between each of the involved ports and the related transport partner; - Satisfaction feedback by passengers that were involved in the testing phase of the implemented solutions (the survey will be performed during the touristic season – target sample 1000 passengers per area). The feedback on the level of satisfaction of passengers for the tested solutions will be collected and included in the cross-border evaluation report; - Evaluation reports per type of transport connection to give feedback on the action's performance and impact (1 report for port-urban area connection and 1 report for port-airport connection) <p>This activity will represent a crucial task to report on the testing of the identified solutions on partners' facilities but also to investigate how these measures could be adapted and implemented also in other territories of the Adriatic Sea with similar characteristics.</p> <p>Under the coordination of the Port of Venice, the consortium will jointly work on a cross-border evaluation report that will collect both the operators and PP's contribution, as well as external' ones (passengers giving feedback on their experience and evaluation experts).</p> <p>The final deliverable will be a joint cross-border evaluation report that will collect all these inputs.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 2.4			
Running number	Deliverable title	Description	Delivery period
D.2.4.1	Appraisal reports on implemented measures	For each intermodal connection the responsible PPs (2 per each pilot) will fill in an appraisal report collecting the information on	Period 3 , 13 - 18

Deliverables 2.4			
Running number	Deliverable title	Description	Delivery period
		the implemented measures and testing activity. The template will be provided by the Port of Venice. TV:8	
D.2.4.2	Passenger Satisfaction feedback	The document will collect the feedback on the level of satisfaction of passengers with reference to the implemented solution. The data will be collected through a survey prepared by PP2 and submitted to passengers during the touristic season. TV: 2	Period 4 , 19 - 24
D.2.4.3	Joint evaluation of pilots	For each type of transport connection PPs will jointly fill in an evaluation report on the performance and impact of the tested solutions and improved connections per area, PP 3 will provide the template and supervise PPs inputs. TV: 1	Period 4 , 19 - 24
D.2.4.4	Cross-border Evaluation Report	Joint evaluation report, which is crucial for setting up the intermodal connection and guaranteeing the transferability of the output.It will collect: -appraisal reports -passenger satisfaction feedback -joint evaluation of each pilot. PP3 will prepare templates and elaborate the final report. TV:4	Period 4 , 19 - 24

Outputs

Output 2.1	
Output Title	TESTING OF SUSTAINABLE AND ICT BASED CONNECTIONS BETWEEN PORT AND THE HINTERLAND
Programme Output Indicator	RC054_3.1: New or modernised intermodal connections
Measurement Unit	intermodal connections
Target Value	4,00
Delivery period	Period 4, 19 - 24
Output Description	4 new intermodal connections to connect ports with airports and urban transport will be jointly tested by the PPs. At the end of the testing activity a report on the

Output 2.1	
	implemented intermodal connections will be issued (including implemented pilots, appraisal reports and final evaluation). Each PP will be committed in guaranteeing the management and sustainability of the connection (D 3.4) and in ensuring that tested solutions and approach can be easily transferred and adapted to other territories

Investments

Investment 2.1

Title

DBV:INTEGRATED DATA SHARING AND GREEN SOLUTIONS

Expected delivery period

Period 3, 13 - 18

Justification

Please explain why this investment is needed.

- Development of ICT tool for integrating timetabling and info sharing for passengers
- Adoption of green solutions and electric mobility to reduce energy consumption and improve passengers mobility

1) DBV and DPA will jointly develop web application which will be used for the optimization of passenger flows and inter modal transport since currently there is no such tool available. Airport and port will import schedules in the tool, capacities of the terminal, parking area, etc. as well as public transportation data between port and airport (geo locations). By combining this data, cruise (and other) passengers boarding the bus in the port will know details about his flight (departure on time, check in counter number, gate number), exact pick-up and delivery location, as well as is there traffic jam on the way to airport, are there long ques on check-in area or security control area at the airport. This is applicable vice-versa. Besides integration of data for passengers this will improve their processing of passengers and their luggage from port to airport, reduce congestion in the port /airport area.

2) DBV will adopt green solutions and move towards sustainable and environmentally friendly operations by replacing its old fossil fuel vehicles used for transfer from terminal area to dislocated area where cruise passengers are handled. Vehicles fleet will be replaced by purchasing electric bicycles, electric tractor (replacing old fossil fuel one) that is used for processing of cruise passenger luggage from dislocated cruise passenger handling area to apron area.

3) DPA will purchase electric golf cars with trailer that will be used for passengers to be transported through the port area from the cruise passenger arrival point in port are to ship embarking area. Due to the length of the port operative coast (2km) this is of great importance for elderly or disabled people, which will ultimately lead to greater passenger satisfaction and experience.

Please clearly describe the cross-border/transnational relevance of the investment.

The investment is part of the pilot testing action of the project that will allow the PPs to put into practice several solutions identified in WP1. The joint definition of the testing action will be conducted primarily at cross-border level, matching the pilot actions on the same type of intermodal connection (port-airport) in the two programme countries (Italy: Venice, Croatia: Dubrovnik). The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports operating involved. The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities of the area. The investment will be visited at cross-border level by key stakeholders during the testing site visits. Moreover the cross-border relevance of the investment is highlighted in the possibility of using the intermodal transport service improved by the project by travelers (tourists, passengers) who reach Dubrovnik from the territories of the Programme area.

Equipment may vary after the outcomes of the A2.1 "Definition of Joint Pilot Actions". The exact number and typology of equipment will be determined in the pilot co-design phase and based on the actual costs and technology available at the time of the tender.

Please describe who is benefiting (e.g. partners, regions, end-users, etc.) from this investment, and in what way.

The cruise passengers will benefit most from the pilot action implementation as well as port authorities, airport and regional and national stakeholders. Also, developed ICT tool might be used by other passengers, local community, transport operators and general public that are travelling from Airport to City of Dubrovnik (historic centre, port area) and vice versa. These stakeholders will be able to get information regarding most crucial travelling data (road congestions, waiting lines at check-in, security controls, port and airport schedules...) which will consequently lead to higher passenger satisfaction and experience and less congestion of airport terminal area and connecting road from Airport to Port of Dubrovnik. The general public and local community living in peripheral areas around the airport will benefit from lower carbon footprint and CO2 emissions with replacement of old fossil fuels with new electric ones. According to results from ADRIGREEN project this will improve in reduction of CO2 emissions by more than 85%.

In the case of pilot investment, please clarify which problem it tackles, which findings you expect from it, how it can be replicated, and how the experience coming from it will be used for the benefit of the programme area.

The pilot will focus on home port operation in Dubrovnik region i.e. processing of cruise passengers arriving /departing to/from the port / airport. According to the surveys done within the project INTERPASS and to recommendations and measures from improvement from project INTERCONNECT, adequate information sharing and development of ICT tools for user information provision is recognised as one of the most crucial fields of intervention in connecting ports and airports. Currently there is no such data available in Dubrovnik region. By developing innovative ICT tool solution in which port and airport schedules, info regarding terminal capacities, congestion of key points (check in area, security area), parking slots capacities, congestion from only public road connecting port and airport, public transport information and other data will be imported, cruise (and other passengers) will have all important data in one place for seamless journey and enjoying the destination. Additionally, by using the ICT tool, besides passengers, stakeholders connected to Dubrovnik region will benefit from the information which might result in decreased bottlenecks and congestion of main road connecting port and airport. The ICT tool will be tested through pilot action and knowledge can be easily transferred and replicated to other regions in Italy-Croatia.

Also, according to recommendations from other projects (INTERPASS, ADRIGREEN, INTERCONNECT) sustainable home port operations (and other port and airport operations) is crucial and necessary. In this respect, DBV will replace old fossil fuel powered equipment in processing of cruise passenger, DBV will contribute to local community and peripheral areas around airport in reduction of CO2 emissions.

Location of the physical investment	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)
NUTS 3	Dubrovačko-neretvanska županija (HR037)
Street House number, Postal code, City	Dobrota (1-2) Obala pape Ivana Pavla II (2) 14 (1-2) 1 (3), 20213(1-2) 20000 (3), Cilipi (1-2) Dubrovnik (3)

Risk associated with the investment

Describe the risk associated with the investment, go/no-go decisions, etc. (if any).

No major / significant risks directly associated with the implementation of the investment.

Investment documentation

Please list all technical requirements and permissions (e.g. building permits) required for the investment according to the respective national legislation. If these are already available, attach them to this application form, otherwise indicate when you expect them to be available.

No building permits or other technical documentation required by national legislation is needed.

For investments in infrastructure with an expected lifespan of at least five years, please indicate whether an assessment of expected impacts of climate change has been carried out. Should it be necessary, you must be ready to submit this documentation to the relevant programme body/ies.

No EIA necessary

Ownership

Who owns the site where the investment is located?

Site is owned by DBV (1-2)
Site is owned by DPA (3)

Who will retain ownership of the investment at the end of the project?

DBV will retain ownership after the investment (1-2)
DPA will retain ownership after the investment (3)

Who will take care of the maintenance of the investment? How will this be done?

DBV and DPA will jointly cover maintenance costs of the ICT tool.
DBV will cover maintenance costs of the equipment purchased.
DBV has enough financial capacity to cover specified costs.
DPA will cover maintenance costs of the equipment purchased.
DPA has enough financial capacity to cover specified costs.

Investment 2.2

Title

VCE:INTEGRATED DATA SHARING-SMART BAGGAGE HANDLING

Expected delivery period

Period 3, 13 - 18

Justification

Please explain why this investment is needed.

The investment aims at the integration of data for cruise passengers through data sharing information and at adoption of smart solutions in order to improve baggage handling process and to make it seamless. In brief, passengers will disembark from the ship, will be able to check-in already at the port and will only pick up their hand luggage at the destination airport and vice versa. Currently all luggage needs to be taken to the airport by passengers and perform check-in there. The purpose is the identification and consequently, in the long term, the removal of bottlenecks in the handling luggage procedure, in order to improve customers satisfaction, through the simplification and optimization of the luggage management.

The investment consists in:

1) the purchase of equipment for the Upgrade of the Cruise Terminal of the Port of Chioggia for info sharing (2electronic totem, 1 server, 1 Wifi service, 2 screens , 2 laptop for testing Fly&Cruise concept);

2) installation of two full check-in counters (one at the port of Venice and one at the port of Chioggia) to start the pilot phase. Each check-in workstation consists off:-

- An operator desk with the buttons for the management of the weighting conveyor
- A Personal Computer (PC) with the Company Control System equipped with monitor and keyboard
- A Boarding Pass Printer (BPP)
- A Bag Tag Printer (BTP)
- Two display panels of the bag weight (one for the passenger and one for the operator)
- A belt conveyor equipped with a scale for the weight of the passenger baggage
- An idler roller conveyor for the bags accumulation
- An electrical cabinet to control all the equipment.

Equipment may vary after the outcomes of the A2.1 "Definition of Joint Pilot Actions". The exact number and typology of equipment will be determined in the pilot co-design phase and based on the actual costs and technology available at the time of the tender.

Please clearly describe the cross-border/transnational relevance of the investment.

The investment is part of the pilot testing action of the project that will allow the PPs to put into practice several solutions identified in WP1. The joint definition of the testing action will be conducted primarily at cross-border level, matching the pilot actions on the same type of intermodal connection (port-airport) in the two programme countries (Italy: Venice, Croatia: Dubrovnik). The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports operating involved. The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities of the area. The investment will be visited at cross-border level by key stakeholders during the testing site visits. Moreover the cross-border relevance of the investment is highlighted in the possibility of using the intermodal transport service improved by the project by travelers (tourists, passengers) who reach Venice and Chioggia from the territories of the Programme area.

Please describe who is benefiting (e.g. partners, regions, end-users, etc.) from this investment, and in what way.

The cruise passengers will benefit most from the pilot implementation, as well as the port authorities, the airport and the other public institutions that will be involved in the assessment of the requirements for security and safety rules. The Italian National port and aviation system will benefit as well as this will be the first testbed of baggage handling corridor and the general public will benefit with lower carbon footprint, e.g. we assume that a new leaner and seamless baggage handling procedure from airport of origin to port of destination (and viceversa) will necessarily avoid double-handling and Co2 emissions. The information sharing system will also benefit the municipalities and the transport operators, as well as citizens and general public.

A further advantage that can be obtained on airport side is the improvement of space management as it would no longer be necessary to allocate a special area for the intermediate storage of luggage.

In the case of pilot investment, please clarify which problem it tackles, which findings you expect from it, how it can be replicated, and how the experience coming from it will be used for the benefit of the programme area.

The pilot will focus on cruise passengers starting or ending their cruise experience arriving /departing to/from the port of by air. The pilot starts with a process analysis (that must encompass local and national institutions for safety and security compliance checks, such as customs, Police and others). The purpose is the identification and consequently, in the long term, the removal of bottlenecks in the handling luggage procedure, in order to improve customers satisfaction, through the simplification and optimization of the luggage management. The enhancement of the information sharing system will complement the pilot at the port of Chioggia, while the smart solution for baggage handling will be implemented both in Chioggia and in Venice.

Thanks to the capitalisation activities defined in the framework of the project and to the testing site visit, the pilot investment results will be shared and transferred in order to promote its replication in other ports/territories.

Location of the physical investment	
Country	Italia (IT)
NUTS 2	Veneto (ITH3)
NUTS 3	Venezia (ITH35)
Street House number, Postal code, City	Isola Saloni Terminal(1)(2) Stazione Marittima(3) , 30015(1)(2) 30135(2), Chioggia (1) (2) Venice (2)

Risk associated with the investment

Describe the risk associated with the investment, go/no-go decisions, etc. (if any).

No risks directly associated with the implementation of the investment. The major risk is the assessment analysis outcome that must address the customs and safety and security procedures , which are out of the direct domain of influence of port authority and airport

Investment documentation

Please list all technical requirements and permissions (e.g. building permits) required for the investment according to the respective national legislation. If these are already available, attach them to this application form, otherwise indicate when you expect them to be available.

No building permits are requested asin the port areas (which are state maritime property) the only competent authority is the Port Authority of North Adriatic Sea (Ports of Venice and Chioggia)

For investments in infrastructure with an expected lifespan of at least five years, please indicate whether an assessment of expected impacts of climate change has been carried out. Should it be necessary, you must be ready to submit this documentation to the relevant programme body/ies.

No EIA necessary

Ownership

Who owns the site where the investment is located?

North Adriatic Sea Port Authority (Ports of Venice and Chioggia) public body

Who will retain ownership of the investment at the end of the project?

North Adriatic Sea Port Authority (Ports of Venice and Chioggia) public body (1)
Save S.p.A. (Venice Airport) private company (2)

Who will take care of the maintenance of the investment? How will this be done?

North Adriatic Sea Port Authority (Ports of Venice and Chioggia) public body (1)
Save S.p.A. (Venice Airport) private company using its maintenance contracts (2)

Investment 2.3

Title

PULA:INTEGRATED DATA SHARING & SMART TICKETING

Expected delivery period

Period 3, 13 - 18

Justification

Please explain why this investment is needed.

The investment consists of:

- 1) integrated data sharing information for passengers with information's about bus, trains, airport and taxi (Time table for the bus and directions of the movements, direction of train station and lines, intercity and interstate bus station, airport direction and possibilities of how to get to a certain location ecc.). Integration of data will be performed within each partner system and will be maintained by each partner for their respective systems. Necessary equipment (totems) will be purchased, owned and maintain by each partner.
- 2) Smart ticketing system will be placed within Pulapromet totems to allow purchase of tickets for public bus transport in Pula port area.
- 3) Additionally, Pulapromet will purchase electric minibus to develop new route between port area and main bus station and city centre.
- 4) LUP will purchase two pairs of solar containers for collection of the recyclable waste (for the collection of recyclable waste without a press and for the collection of mixed waste with an integrated press – containers will be used on the pear near the entrance to be easy reachable for the passengers who sale in or sale out and want to leave their trash before entering in the ship) and install 3 charging stations for the minibus operation and electric vessels charging; charging stations for the electric weasels will be used for electric boats for touristic boats or private boats and will contribute to CO2 reduction.

Equipment may vary after the outcomes of the A2.1 "Definition of Joint Pilot Actions". The exact number and typology of equipment will be determined in the pilot co-design phase and based on the actual costs and technology available at the time of the tender.

Please clearly describe the cross-border/transnational relevance of the investment.

The investment is part of the pilot testing action of the project that will allow the PPs to put into practice several solutions identified in WP1. The joint definition of the testing action will be conducted primarily at cross-border level, matching the pilot actions on the same type of intermodal connection (port-local urban transport) in the two programme countries (Italy: Brindisi, Croatia: Pula). The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports operating involved.

The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities of the area. The investment will be visited at cross-border level by key stakeholders during the testing site visits.

Moreover the cross-border relevance of the investment is highlighted in the possibility of using the intermodal transport service improved by the project by travellers (tourists, passengers) who reach Pula from the territories of the Programme area.

Please describe who is benefiting (e.g. partners, regions, end-users, etc.) from this investment, and in what way.

The primary benefit from the project will be city visitors (tourists) and the general population in the area of the City of Pula and surrounding local self-government units.

In addition to passengers, other transport operators, public bodies (tourist board, City of Pula, Istrian County) and other public institutions that will be involved will also benefit. The project will be widely promoted and the presentation and demonstration of the equipment will be presented to other stakeholders of the project, it will also be presented in the media, web...

In the case of pilot investment, please clarify which problem it tackles, which findings you expect from it, how it can be replicated, and how the experience coming from it will be used for the benefit of the programme area.

The aforementioned will enable an increase in the quality of the service and a reduction in the negative impact on the environment, i.e. a reduction in CO2 emissions.

All of this equipment will contribute to the visibility of green solutions in the ports, also will contribute on green solutions in Pula as a European small, but with modern and green intention, city. All this equipment will contribute to knowledge in EU networking, greening and cross border cooperation.

Thanks to the capitalisation activities defined in the framework of the project and to the testing site visits, the pilot investment results will be shared and transferred in order to promote its replication in other ports/territories.

Location of the physical investment	
Country	Hrvatska (HR)
NUTS 2	Jadranska Hrvatska (HR03)

Location of the physical investment	
NUTS 3	Istarska županija (HR036)
Street House number, Postal code, City	Riva (1,2,4) Starih Statuta (1,2,3) , 52100, Pula

Risk associated with the investment

Describe the risk associated with the investment, go/no-go decisions, etc. (if any).

No risks directly associated with the implementation of the investment. The possible risk of this investment is that passengers do not recognize the new possibility of using an electric minibus, so the chances are minimal. These activities are not particularly risky.

Investment documentation

Please list all technical requirements and permissions (e.g. building permits) required for the investment according to the respective national legislation. If these are already available, attach them to this application form, otherwise indicate when you expect them to be available.

No building permits are requested. Pulapromet has all the necessary permits and public service contracts for public transport, and no additional investment documentation will be required for this project.

For investments in infrastructure with an expected lifespan of at least five years, please indicate whether an assessment of expected impacts of climate change has been carried out. Should it be necessary, you must be ready to submit this documentation to the relevant programme body/ies.

No EIA necessary

Ownership

Who owns the site where the investment is located?

Pula port Authority (1,4)
City of Pula and Pulapromet d.o.o. (2,3)

Who will retain ownership of the investment at the end of the project?

Pula port Authority (1,4)
Pulapromet d.o.o. (2,3)

Who will take care of the maintenance of the investment? How will this be done?

Pula port Authority (1,4)
Pulapromet d.o.o. (2,3)

Investment 2.4

Title

BR:INTEGRATED DATA SHARING & INTERMODAL CONNECTION

Expected delivery period

Period 3, 13 - 18

Justification

Please explain why this investment is needed.

The investment aim is the integration of data for cruise passengers, each partner will be responsible for adapting its own system for data sharing information and will be responsible for maintain it. Additionally, in order to upgrade of Port-Airport-Town center bus line and to improve intermodal sustainable and environmentally friendly connectivity between port and urban areas:

1) STP Brindisi will purchase equipment for the installation of 4 smart shelters for bus stop and 4 information poles to be installed near the shelters to improve passenger satisfaction.

2) ASPSMAM will purchase 2 electric minibuses that will operate from port area to key city points of interests for tourists (main bus station, city centre...).

Each partner will own and maintain equipment purchased within the pilot action.

The investment will enhance and improve the connection of the the port and the city center of Brindisi.

Equipment may vary after the outcomes of the A2.1 "Definition of Joint Pilot Actions". The exact number and typology of equipment will be determined in the pilot co-design phase and based on the actual costs and technology available at the time of the tender.

Please clearly describe the cross-border/transnational relevance of the investment.

The investment is part of the pilot testing action of the project that will allow the PPs to put into practice several solutions identified in WP1. The joint definition of the testing action will be conducted primary at cross-border level, matching the pilot actions on the same type of intermodal connection (port-local urban transport) in the two programme countries (Italy: Brindisi, Croatia: Pula) The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports operating involved.

The testing phase, coordinated by Dubrovnik Port Authority, will strictly pursue a double perspective (cross-border and local), since the final aim is to experiment solutions that will enhance the processing of passengers between ports and the hinterland (urban areas and airports) and that could be easily adapted in other cities of the area. The investment will be visited at cross-border level by key stakeholders during the testing site visits.

Moreover the cross-border relevance of the investment is highlighted in the possibility of using the intermodal transport service improved by the project by travellers (tourists, passengers) who reach Brindisi from the territories of the Programme area.

Please describe who is benefiting (e.g. partners, regions, end-users, etc.) from this investment, and in what way.

The main targets benefiting of this investment are passenger that reach the city of Brindisi through port/airport or leave the town from the port/airport. Passenger could be in general tourist, workers etc. Moreover also the Municipality of Brindisi and the Public Transport Operator of Brindisi will benefit from this investment because they will see the enhancement of the transport service of the city which represents the main connection between the port, the airport and the city center (railway station) representing the main transport hub which connects the city with the rest of the country

In the case of pilot investment, please clarify which problem it tackles, which findings you expect from it, how it can be replicated, and how the experience coming from it will be used for the benefit of the programme area.

The investment will contribute to the improved passengers' mobility between the Port and the city centre (and viceversa). At the moment there is a lack of shared and integrated information and data between the port and the local urban transport services, as well as a lack of smooth and frequent transport connections offered to the tourists and passengers. Moreover the investment will contribute to the improved green mobility in the city and a reduction of CO2.

Thanks to the capitalisation activities defined in the framework of the project and to the testing site visits, the pilot investment results will be shared and transferred in order to promote its replication in other ports/territories.

Location of the physical investment	
Country	Italia (IT)
NUTS 2	Puglia (ITF4)
NUTS 3	Brindisi (ITF44)
Street House number, Postal code, City	Contrada Piccoli Z.I.(1) V.le Regina Margherita(2) , 72100, Brindisi

Risk associated with the investment

Describe the risk associated with the investment, go/no-go decisions, etc. (if any).

No risks directly associated with the implementation of the investment. Customs and safety and security procedures will be taken into account during the definition of the pilot investment.

Investment documentation

Please list all technical requirements and permissions (e.g. building permits) required for the investment according to the respective national legislation. If these are already available, attach them to this application form, otherwise indicate when you expect them to be available.

No building permits are requested for the installation of the equipment in the involved areas (which are property of the Municipality of Brindisi, that is the main shareholder of STP Brindisi). STP in any case will communicate the intervention to the Municipality before the installation of information poles and smart shelters.

For investments in infrastructure with an expected lifespan of at least five years, please indicate whether an assessment of expected impacts of climate change has been carried out. Should it be necessary, you must be ready to submit this documentation to the relevant programme body/ies.

No EIA necessary

Ownership

Who owns the site where the investment is located?

The equipment will be installed in the public streets of Municipality of Brindisi that is the main shareholder of STP Brindisi.

Electric minibuses will be owned by ADSPMAM

Who will retain ownership of the investment at the end of the project?

STP Brindisi (1)
ADSPMAM (2)

Who will take care of the maintenance of the investment? How will this be done?

STP Brindisi with periodical check of the functioning of the information pole and smart shelters
ADSPMAM will take care of the maintenance of the 2 electric minibuses

Work package 3

Work package title

Innovative intermodal connections improving passengers' mobility

Objectives

Your objectives should be:

- realistic and achievable by the end of the project;
- specific (who needs project outputs delivered in this work package, and in which territory);
- measurable – indicate the change you are aiming for.

Define one project specific objective that will be achieved when all activities in this work package are implemented and outputs delivered.

To define and capitalise a strategic framework for the implementation of innovative intermodal connections between ports and the hinterland.

Think about the communication objective that will contribute to the achievement of the specific objective. Communication objectives aim at changes in a target audience's behaviour, knowledge or belief.

To create networking opportunities, capitalisation and transfer of knowledge towards transportation authorities, transport service providers, local public authorities, regional/national authorities which own the ports/airports, airline and ferry companies and other transportation services, This will be reached by promoting the re-use of outputs through digital infographic and a cross-border event.

Activities

Activity 3.1	
Title	Definition of the CROSSCONNECT strategic roadmap
Start period	Period 4, 19 - 24
End period	Period 4, 19 - 24
Description	<p>The aim of this activity is to develop a joint strategic document for intermodal passenger transportation between ports and the hinterland (urban areas and airports) in order to enhance passengers and tourist processing.</p> <p>Under the coordination of the Port of Venice, all PPs will contribute through their representatives and key experts dealing with transportation policies,</p>

Activity 3.1	
	<p>transportation strategic planning, local and regional authorities with deep knowledge of political and economic contexts of main tourist destination of Adriatic region to draft the strategic roadmap aimed at formalising and transferring the CROSS-CONNECT model. Each PP will activate local-based consultation processes with stakeholders. Among the stakeholders a key role will be played by the consultation with Dubrovnik and Venice urban local transport authorities (Libertas, AVM/actv, AVM spa Venice and Chioggia) and with the Pula Airport and Brindisi Airport (Aeroporti di Puglia) in order to widen the strategic approach of the tested intermodal connections.</p> <p>The roadmap will include:</p> <ul style="list-style-type: none"> - Recommendations for policies and measures to improve connections between ports and urban areas /airports with specific focus on tourists; - Recommendation for policies and measures to improve the processing of tourist who reach the tourist destinations by ferries; - Actions to support transport stakeholders, especially those operating during the summer season, in developing intermodal transports solutions; - Actions to encourage the touristic and economic operators and port/airports/local urban transport authorities to work in cooperation by establishing permanent networks; - Measures to support the transfer and uptake of existing solutions and instruments; - Practices to enhance the harmonization of management structures between ports and local urban transport authorities/companies and airports. <p>The Roadmap will be officially presented at the cross-border Forum, where the formalisation of the 4 tested intermodal connections will be formalised.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 3.1			
Running number	Deliverable title	Description	Delivery period
D.3.1.1	Strategic Roadmap working document	Strategic document formalising and transferring the CROSSCONNECT model. The document will be realised in English and	Period 4 , 19 - 24

Deliverables 3.1			
Running number	Deliverable title	Description	Delivery period
		translated into IT and HR. It will be produced in collaboration with relevant stakeholders, under the coordination of PP3. TV:1	

Activity 3.2	
Title	CROSSCONNECT Adriatic Forum
Start period	Period 4, 19 - 24
End period	Period 4, 19 - 24
Description	<p>Organization of a Cross-border Forum in Venice, lead by the Venice Airport and co-organised with the Port of Venice, to present the results and create capitalisation and transfer opportunities in the Adriatic.</p> <p>The event will create the opportunity to exchange knowledge and experience on specific topics related to intermodal solutions for ports, measures to be transferred and adapted, operational code and technological innovation and sustainable approaches in the multimodal transport of passengers.</p> <p>Engaging and raising awareness with policy makers at regional and national level, regional and national transportation institutions and authorities.</p> <p>During the event PPs will sign the cooperation commitment (MoU) to concretely formalise the 4 improved intermodal connections in the involved territories and the strategic approach defined in the Roadmap.</p> <p>Each partner will take part in the Forum, as well as Associated Partners. Each partner will send relevant stakeholders at local/regional and national level.</p> <p>The goal is to have represented all ports and operating in Adriatic area as well as relevant regional and national transportation institutions and authorities.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 3.2			
Running number	Deliverable title	Description	Delivery period
D.3.2.1	CROSS-CONNECT model Digital Info graphics	Captivating digital infographic, realised by STP, that explains in images the tested intermodal connections, territories involved and benefits achieved. The infographics will be used as informative and dissemination materials during the cross-border Forum and web/social communication activities. TV:1	Period 4 , 19 - 24
D.3.2.2	CROSS-CONNECT Adriatic Forum package	Proceeding of the cross-border Forum organised in Venice. It will contain all contributions, speeches, presented material (slide, video). The Forum will be organised in English language, it will be also video recorded and online streamed. TV:1	Period 4 , 19 - 24
D.3.2.3	Memorandum of Understanding	Signed cooperation commitment between the organisations that tested the intermodal connections. The signed document will concretely formalise the established connection and commitment for the future steps to be undertaken to guarantee it. 4 documents signed, one in each involved territory. TV:4	Period 4 , 19 - 24

Activity 3.3	
Title	Strategic roundtables with ports
Start period	Period 4, 19 - 24
End period	Period 5, 25 - 26
Description	<p>In each territory, dedicated roundtables with ports will be organised. The aim of the activity is to concretely engage the ports and port authorities to adopt the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories.</p> <p>During the roundtables, all key ports operating in the Adriatic Sea will be involved and will be explained on how to adapt and use operational and technological solutions that have been tested through the project, as well on how to cooperate with airports and urban transport authorities to set intermodal connections.</p> <p>1) Roundtable in Dubrovnik: Port of Split, Port of Ploce</p>

Activity 3.3	
	<p>2) Roundtable in Venice: Port of Trieste, Ravenna Port Authority</p> <p>3) Roundtable in Pula: Port of Rijeka, Port of Zadar</p> <p>4) Roundtable in Brindisi: Port of Ancona, Port of Pescara</p> <p>Each port will be responsible for the organisation of the roundtables in their city, under the coordination of DPA. Urban transport partners and airports will attend the roundtables to present their experience and underline the benefits of the intermodal approach and enhancement of passengers' processing.</p>
Partner(s) involved	DBV, DPA, NASPA, SAVE, LUP, Pulapromet, AdSPMAM, STP

Deliverables 3.3			
Running number	Deliverable title	Description	Delivery period
D.3.3.1	Roundtables proceedings	<p>Minutes, signatures and proceedings from roundtables organised in each city. It includes as well declaration of interest from the involved ports to transfer some of the tested solutions (WP2) & to uptake the CROSSCONNECT Strategic Roadmap to improve the intermodal connection of their ports.</p> <p>TV:4</p>	Period 5, 25 - 26

Outputs

Output 3.1	
Output Title	STRATEGIC ROADMAPS INTERCONNECTING PORTS WITH URBAN AREAS AND AIRPORTS
Programme Output Indicator	RCO83_3.1: Strategies and action plans jointly developed
Measurement Unit	strategy/action plan
Target Value	1,00
Delivery period	Period 5, 25 - 26
Output Description	It will represent a roadmap to provide stakeholders (other ports, airports & urban transport authorities) operating in Adriatic Sea, with technical and administrative data,

Output 3.1	
	recommendations, info & measures to support the transfer and uptake of experimented solutions for setting up intermodal connections between ports and the hinterland through the replication and adaptation of tested sustainable & advanced ICT solutions.

Investments

C.5 Project Results

What do you expect to change because of the activities you plan to implement and the outputs you plan to deliver? Please take a look at the programme result indicators and select those that you will contribute to.

Result 1	
Programme result indicator	RCR104_3.1: Solutions taken up or up-scaled by organisations
Measurement unit	solutions
Baseline	0,00
Target value	1,00
Delivery period	Period 4, 19 - 24
Result description	The tested sustainable and ICT solution to improve the intermodal connection of ports with the hinterland will be up-scaled by partners organisations to guarantee the long-term benefits of the achieved results. PPs will commit through a signed MoU. Moreover, the consortium will exploit and transfer the manual of implemented pilot actions and related appraisal reports & final evaluation to provide stakeholders (other ports, airports & urban transport authorities) operating in Adriatic Sea, with technical data, recommendations, info & measures to support the transfer and uptake of experimented solutions for setting up intermodal connections between ports and the hinterland through the replication and adaptation of tested solutions. This will be achieved through local consultations with key stakeholders, the organisation of 4 testing site visit to allow relevant stakeholders to concretely check and test the implemented solution and through the dissemination of 8 videoclip of the testing.

Result 2	
Programme result indicator	RCR79_3.1: Joint strategies and action plans taken up by organisations
Measurement unit	joint strategy/action plan
Baseline	0,00
Target value	1,00

Result 2	
Delivery period	Period 5, 25 - 26
Result description	<p>The Strategic Roadmap that will follow the improved intermodal connections in 4 different territories, will represent a key contribution towards a more integrated and sustainable transport connection of ports.</p> <p>The strategic approach for intermodal passenger transportation between ports and the hinterland, including recommendations, measures to support the transfer and uptake of existing solutions, practices to enhance the harmonisation of management structures between ports and local urban transport authorities/companies and airports, will be presented at the cross-border Forum and further discussed at the strategic roundtables among ports, ensuring that tested approach can be easily transferred and adapted to other territories. PPs will guarantee their commitment in implementing the strategy through the signed cooperation commitment, while organisations attending WP3 activities (especially APs) will be invited to sign a declaration of interest to uptake the Strategic Roadmap.</p>

C.6 Project Time Plan

	Period 1	Period 2	Period 3	Period 4	Period 5	After End
WP1 Assessment of solutions and knowledge on...	[Orange bar]					
A1.1 Assessment and capitalisation of th...	D1.1.1 D1.1.2					
A1.2 Cross-border technical working grou...	D1.2.1					
A1.3 Definition of a cross-border Transf...	D1.3.1					
RCO83_3.1	O1.1					
WP2 Testing and evaluation of innovative and...	[Dark blue bar]					
A2.1 Definition of joint pilot actions		D2.1.1				
A2.2 Pilot implementation and testing of..		[Dark blue bar]		D2.2.1 D2.2.2		
A2.3 Testing site visits			D2.3.1 D2.3.2			
A2.4 Pilots' evaluation			D2.4.1	D2.4.2 D2.4.3 D2.4.4		
RCO54_3.1				O2.1		
WP3 Innovative intermodal connections improv...	[Green bar]					
A3.1 Definition of the CROSSCONNECT stra...				D3.1.1		
A3.2 CROSSCONNECT Adriatic Forum				D3.2.1 D3.2.2 D3.2.3		
A3.3 Strategic roundtables with ports					D3.3.1	

<i>RCO83_3.1</i>					O3.1	
Result indicator						
<i>RCR104_3.1</i>				R1		
<i>RCR79_3.1</i>					R2	

C.7 Project management

In addition to the thematic work you will do in your project, you will need time and resources for coordination and internal communication. Please describe below how you plan to organise yourself to ensure the project work runs smoothly.

C.7.1 How will you coordinate your project?

Who will be responsible for coordination? Will you have any other management structures (e.g., thematic groups, WP managers)? How will the internal communication work?

CROSSCONNECT project will foresee a joint implementation and each work package will be led by one partner. Considering the importance of the capitalization of the solutions and the knowledge on intermodal connections already capitalized by the two previous Interreg projects INTER-PASS and ADRIGREEN, the LP Dubrovnik Airport Ltd, that was respectively LP of INTER-PASS project and PP of ADRIGREEN project, will play a key role during the start phase of the project and it will be responsible for the overall project management and coordination activities.

Considering the strategic importance of ports authorities in the implementation of the project, the Southern Adriatic Sea Port Authority (AdSPMAM) and Northern Adriatic Ports Authority (NASPA) will coordinate respectively the WP1 and WP3. AdSPMAM, as a partner of ADRIGREEN project, will have a crucial role in the first phase of the assessment and transfer of the available knowledge and strategies on innovative and green intermodal solutions already identified in the previous projects. It will also coordinate the PP's works to the definition of a cross-border Transfer strategy. On this other side, NASPA will play a key role in the last phase of the project by coordinating all PPs in the definition of the CROSSCONNECT strategic roadmap.

In order to guarantee a smooth project coordination and implementation, the LP is responsible for facilitating and enabling collaboration among PPs throughout the entire project lifespan, for ensuring compliance with the administrative and financial requirements of the programme.

The LP will appoint:

- 1 Project Manager (PM) responsible for the effective coordination and management of the project, driving the consortium to the successful achievement of the foreseen goals, ensuring internal information flow and knowledge management, and monitoring the project progress towards the set objectives by performing periodic quality checks of the deliverables and outputs. The PM will work in close cooperation with the FM for the effective financial management and implementation of the project. Each PP will also appoint one Local Project Coordinator from their organization to work in close cooperation with the one appointed by the LP;

- 1 Financial Manager (FM), in charge of ensuring sound financial management of the project both at a consortium and at each PP level, monitoring the financial progression of the project and providing assistance and guidance in terms of reporting rules and procedures. It will be responsible for preparing the financial part of the six-monthly progress report, working in close cooperation with the PM and with the Local Financial Managers appointed by each organization (1 per PP).

The project communication strategy will be developed and implemented by STP. STP will coordinate communication activities at a project level and among all PPs, supporting them in effectively communicate the project achievements at a local and transnational level. STP will identify a Project Communication Manager that will maintain regular communications with the JS and will be

responsible for managing the contents' update on the website and social media.

To manage the partnership and to ensure sound management and coordination of the project, A Project Steering Committee (PSC) will be set up at the KoM and will be the decision-making body of the project, constituted by 1 representative for each PP with decision-making power both in terms of contents and financial issues. The PSC main tasks will concern the overall monitoring of the project implementation and achievements, validation of contents and outputs, monitoring of the budget management and project expenditure accordingly to the allocated resources and programme's requirements, and supervision of the communication activities implemented for reaching the foreseen objectives.

PSC representatives will meet at least 5 times during the project implementation and on occasion of the project meetings (KOM in Dubrovnik M1, TPM2 in Brindisi M7, TPM3 in Pula M13, TPM4 in Dubrovnik M20, TPM5 in Venice M25). In case of need and in case important and urgent decisions must be taken at project level, the PSC will also meet online in ad hoc meetings.

To guarantee proper monitoring of the project activities, the LP will elaborate a monitoring plan that will contain information regarding: (1) the state of the art of project activities implemented in each work-package. For WP leaders, an overview of the status of the WP at project level will be also required; (2) the state of art of the budget: expenditures incurred and percentage in relation to the total budget, spending forecast for the next periods; (3) any issue or delay to be communicated. Periodical reports template will be elaborated also in accordance with the Programme Reporting rules and related information needed. All partners will support the LP for the finalisation of the interim and final reports.

C.7.2 Which measures will you take to ensure quality in your project?

Describe specific approaches and processes and responsible partners. If you plan to have any type of project evaluation, please describe its purpose and scope here.

A structured quality control system will be put in place by the consortium for the continuous monitoring of the identified qualitative and quantitative indicators, assuring that the quality of project implementation and its outputs and deliverables are maintained during all project duration.

The quality management structure will be based on the WP Coordinators, in charge for guaranteeing a high-quality level of the deliverables and outputs, supervised and coordinated by the LP, which will stay in contact with them and with PPs in general to maintain a clear overview of the implemented activities.

The LP will closely monitor the project progress and performance and will plan the reporting activities in order to timely collect the necessary information from PPs and perform a systematic control by checking the quality information and supporting documentation provided.

At the beginning of the project, the LP will elaborate Project Evaluation Guidelines, defining quantity and quality indicators to reach and evaluation tools for their monitoring, review and assessment, in order to assess the state of the art of the activities implemented and to timely adopt any corrective measure if needed. In order to guarantee the proper implementation, achievement of results and alignment with the Programme, a Mid-term review meeting will be held with the JS.

The detailed quality control system that will be set up will include the following tools:

-Monitoring Tool - a template for monitoring the overall status of the project implementation will be prepared by the LP, enabling to keep track of the progress of the activities and financial performances of the PPs. Every 6 months the partners will fill out the template and submit it to the project management team of the LP, which will check the quality information and supporting documentation provided.

-Periodical Quality Report - The LP elaborate one overall Periodical Quality Report, that will include quantitative and qualitative indicators reached, together with suggestions/ comments/ remarks and future steps for improving and reaching those indicators in the following periods. The data collected will also be functional for the preparation of the Activity Reports to be periodically submitted to the MA/JS.

-Final Evaluation Report will be drafted at the end of the project and will include conclusions about the quality of the project implementation, management and coordination, quality of realised outputs and compliance with expectations and initially set objectives and results, quality of dissemination and sustainability.

As far as risk management is concerned, the PM will elaborate a detailed Risk Management Guide, identifying and listing all possible risks that could threaten the project implementation such as: Lack of coordination among partners and/or conflict related to unclear division of tasks and sharing of responsibilities (mitigation measure: specific dedicated session on management in all TPM and online meetings), Delays in the implementation (mitigation measure: monitoring plan and Periodic Report), Low participation of the stakeholders (mitigation measure: project communication strategy with activities dedicated to the engagement of TGs and stakeholders), Delays linked to bureaucratic procedures in the implementation of the investments (mitigation measure: detailed forecast and programming activity through the preparation of a Pilot Action Plan (D2.1.1).

The Risk Management Guide will illustrate PPs' tasks and responsibilities, and it will contain the appropriate monitoring tools, indications of possible contingency measures and solutions to identify, assess and deal with risks.

C.7.3 What will be the general approach you will follow to communicate about your project?

Who will coordinate project communication and how will he/she ensure the involvement of all partners? How will the communication function contribute to transfer your project results? Please note that all communication activities should be included in the work packages, as an integral part of your project. There is no need to repeat this information here.

STP will be the responsible partner for supervising the project and partners' communication activities. At the beginning of the project, it will appoint one Project Communication Manager who will be proactively engaged in coordinating the local appointed communication managers in all communication activities. The appointed communication manager is experienced in the community facilitation, digital tools and channels, content preparation, event organization and has a good level both of written and spoken English language.

During the start phase of the project, STP will implement a Project Communication Strategy providing all key information, objectives, activities, target groups and channels both at cross-border and local level, KIT provided by the JS, as well as project branding and EU visibility rules that will be submitted to the StC for the final approval.

At the beginning of the project each partner will be committed in printing and placing the project poster with information about the project and the EU financial support in its premises, clearly visible to the public. STP will be responsible for updating and sharing the poster template provided by the Programme.

Digital and social communication activities will be jointly implemented by the partnership and STP will be responsible for collecting all the information and news and to update the contents of the project website that will be provided by the Programme. All partners will exploit their institutional website to further disseminate the project achievements and results, both at cross-border and national/local level; a link to the project website in the Italy-Croatia CBC Programme platform will be added.

In order to monitor communication activities, a Periodical Communication Monitoring Tool will be elaborated by STP, collecting partners' information on implemented communication activities and thus allowing supporting actions whenever needed.

The periodical communication monitoring tool will be filled in by each PP every 6 months. STP, as responsible for the communication activities will collect the filled in reports in order to check the coherence of the implemented actions and related indicators and to measure the effectiveness of the implemented activities. During each Transnational project Meeting a specific working session will be dedicated to jointly evaluate and provide feedback on the status and results of the communication activities.

During each transnational project meeting a working section will be dedicated to the communication and dissemination activities, with the aim of:

- harmonising and monitoring the communication approach and implemented activities
- share a common view and ideas on the future steps of the communication activities (also taking into consideration the status of the implemented actions and reached TGs at the moment of the meeting)
- raise awareness and motivate the PPs in further engaging stakeholders and TG at cross-border and national/local level.

A crucial task related to the communication activities will be the one related to the proper promotion of the purchased equipment and related investments: durable plaques or billboards will be realised

by partners under the supervision of the Project Communication Manager.

Thanks to his significant experience in other EU funded projects, STP holds a solid knowledge of the importance of structuring an efficient communication system that could ensure that project results and outputs are effectively communicated, disseminated and used after the project end. The realization of the professional movie documentary (30 min duration) on the project and the digital infographic that will be release on web/social platform, both developed by STP, will contribute to communicate effectively the project results achieved, easing the possibility for a wide range of key stakeholders to capitalize them also after the project end.

C.7.4 How do you foresee the financial management of the project and reporting procedures for activities and budget (within the partnership and towards the programme)?

Define responsibilities, deadlines in financial flows, reporting flows, project related transfers, reclaims, etc.

In order to guarantee the effective implementation of the project activities and proper technical and financial management, the partnership will set up a structured project reporting system, based on a set of tools and procedures for timely monitor and report activities and budget expenditure towards the programme and in the framework of the partnership.

The LP will be in charge of appointing a Financial Manager (FM) to work in close cooperation with the PM and LPMs in order to coordinate the partners in the reporting of the budget expenditure towards the MA/JS accordingly to the programme requirements and rules, ensuring the efficient financial management of the project, correctness of foreseen procedures and the prevention of potential risks linked to budget expenditure and management.

A set of dedicated tools for financial management and reporting procedures will also be set up within the partnership, foreseeing therefore:

- Project and Financial management presentations - On the occasion of the KoM, the LP will provide partners with a set of presentations illustrating in detail the administrative and financial requirements and rules of the programme in order to guide the consortium in the effective project technical and financial management and reporting. The presentations will contain an overview of the project goals, roles, tasks and responsibilities of each partner, activities to be implemented and related allocated resources, illustration of the eligible expenses, programme financial and reporting rules, deadline and supporting documentation to be provided.

- Management Handbook - Using the Interreg Italy-Croatia Implementation Manual as a reference document, the LP will elaborate the CROSSCONNECT Management Handbook, delivering a first draft at the KoM in order to be presented and discussed with the partnership. The handbook, which will be tailored on the features and activities of the project, will illustrate in detail the programme requirements, rules, and procedures in terms of technical and financial implementation and will serve as the main framework for supporting and guiding the partners throughout the entire project lifespan.

- Audit trail - it will represent the main tool to effectively organize and keep track of the supporting documentation for the expenditures incurred by partners during the project implementation. Each partner organization, with the support of the Financial Manager, will set up the audit trail and will duly store the original documentation at their premises and digital copies in a dedicated online repository;

- Integral progress reports - On a 6-month basis, partners will be requested to fill out an internal progress report to be submitted to the LP, taking stock of the situation regarding the project implementation, outputs and deliverable produced and budget expenditure for the period of

reference. During the TPMs, the LP will analyze the collected information together with the PSC in order to assess the state-of-the-art of the project, the compliance with the set timeframe, budget expenditure and initially foreseen results, in order to timely detect any possible deviation and adopt contingency measures if needed.

The consortium will also comply with the programme requirements and rules by providing the following documents for reporting towards the programme authorities:

- Project Partner Activity Report: each PP will have to fill out a Partner Report (5 in total) and submit it to the MA/JS by uploading it in SIU in order to update on the progress made in the delivery of activities, in relation to each Work Package, and the expenditure incurred in the relevant reporting period compared to what was planned in the AF. During the reporting period, each PP is recommended to regularly fill in the Partner Report on its activities and expenditure which would allow for an easy tracking of the progress made and reduce bottlenecks in the reporting process. In case of deviations from the initially set schedule and work plan, the PSC will check the compliance of such modification with the Programme rules and partners will be asked to duly justify them in the relevant sections of the report for the MA/JS to be informed as well.

- Progress Report: Based on the information collected at PPs' level through the Project Partner Activity Reports, the LP will have to prepare an overall Progress Report on a 6-month basis to be uploaded in SIU, and containing the project main achievements in terms of specific objectives, outputs, and deliverables produced for the period of reference, description of the implemented activities per work packages and target groups reached, the financial status of the project as a whole, verified and certified by the national controllers, as well as justification of any possible deviation from the original plan.

C.7.5 Cooperation criteria

Please select all cooperation criteria that apply to your project and describe how you will fulfil them.

Cooperation criteria	Description
Joint development	Yes The principle of Joint development has been put in place since project definition, drafting and elaboration. All partners have been involved in the project drafting: all partners were asked to fill in a questionnaire including motivation, needs, expertise and territorial challenges. The same was done for associate partners. Based on questionnaires, the project main idea, objectives and activities were drafted. The whole project elaboration was shared and discussed among partners, also through bilateral meetings and the final structure (work packages, related roles and responsibilities and budget) was designed after joint consultations. The composition of the partnership has been established taking into consideration the expertise on the thematic objectives of the project and the experience on the implementation of the EU projects.

Cooperation criteria	Description
Joint implementation	<p>Yes</p> <p>Joint implementation of the activities is crucial for the realization of the project. Dubrovnik Airport as Lead Partner will be responsible for assuring that all activities as described in the Application Form are jointly carried out and implemented and that all partners and associate partners respect their roles and their commitment in the foreseen project activities. Partners will work in a knowledge sharing work team according to each one's competencies and will cooperate with stakeholders and target groups in order to produce outputs reflecting also their visions and needs. This joint contribution will be developed in particular in: 2 cross-border technical working groups, 1 cross-border transfer strategy, the joint implementation of the testing phase and joint pilot actions, 1 manual on tested solutions and its related joint evaluation report, 1 strategic roadmap. Outputs that can be elaborated only through an efficient joint collaboration and implementation not only among partners but also between partners, stakeholders involved and target groups.</p>
Joint staffing	<p>Yes</p> <p>Successful implementation of the project requires all partners to participate in the various activities. A project management team composed of 1 project manager and 1 financial manager per each partner will jointly collaborate in order to have a defined and set core team of people on the project and avoid duplication of functions. Project managers and financial managers appointed by partners will work in close collaboration and will participate in project meetings to ensure the correct implementation of the project activities. The Southern Adriatic Port Authority, Dubrovnik Airport and Port of Venice, will be responsible for coordinating the individual WPs and they will launch shared activities for the entire partnership. Progress of shared activities will be coordinated and monitored in Steering Committee meetings, which will be held periodically, with one representative per each partner taking part.</p>
Joint financing	<p>Yes</p> <p>The overall project budget is composed by each partner's budget allocation, which is based on each partner's role and responsibilities within the project and activities/ deliverables/outputs to be implemented / produced. A monitoring of the budget spending and forecast is foreseen on a periodical basis and partners will have to provide a periodical financial report so that the General Financial manager appointed by the LP can keep track of partners' expenditures and level of spending at project level. The Lead Partner will be responsible for transferring the budget shares to partners according to program financial rules and budget allocations.</p>

C.7.6 Horizontal principles

Please indicate which type of contribution to horizontal principles applies to the project, and justify your choice.

Horizontal principles	Type of contribution	Description of contribution
Sustainable development	positive effects	<p>One of the key elements characterizing the partnership of CROSS-CONNECT project is the effort towards sustainable development. The project will indeed focus on testing activities related to sustainable integrated urban and regional development (intermodal and low environmental impact connections among different means of transportation, less congestions and better processing of passengers).</p> <p>Moreover the project will promote the use of green activities with limited consumption of energy and natural resources and will adopt of eco-friendly practices; in particular:</p> <ul style="list-style-type: none"> - Meeting organization: after the kick-off meeting, all the working od PPS will be implemented and coordinated through online working sessions. -All the events will be setting up following greening efforts both in term of pre-logistic organization and on-site organization -Pre-meeting and follow-up communications will be shared by electronic means -All the strategic documents that will be produced as deliverables of the project will be published in electronic format in a "eco-friendly" version.
Equal opportunities and non-discrimination	neutral	<p>The activities have been planned to not create any kind of discrimination based on racial or ethnic origin, religion or belief, disability, age or sexual orientation. The principles of equal opportunities are incorporate in statutes and code of conducts of all partner organizations. During each project activity, equal opportunity will be given to all participants, especially when it comes to participation at public events, cross-border working group or Forum. Every person (internal staff or stakeholders) will have the opportunity to participate in project activities. The only criteria that can be used in selection of participants is "personal motivations" to improve the knowledge.</p>
Equality between men and women	neutral	<p>The project will promote gender balance: a gender perspective will be integrated in assessing methodologies, tools and recommendations and the indicators will be identified for specific monitoring; gender balance will be endured in speakers' line-ups.</p>

C.8 Long-term plans

As a programme, we would like to support projects that have a long-lasting effect in the territory and those who will benefit from them. Please describe below what you will do to ensure this.

C.8.1 Ownership

Please describe who will ensure the financial and institutional support for the outputs/deliverables developed by the project (e.g., tools), and explain how these outputs/deliverables will be integrated in the work of the institutions.

The CROSSCONNECT project will produce following outputs:

- Output 2.1. Sustainable and ICT solutions' testing actions
- Output 3.1. Strategic roadmap interconnecting ports with urban areas and airports.

Also, following most important deliverables are to be produced:

- D.1.2.1 Cross-border technical working group procedures and report
- D.1.3.1 Transfer strategy
- D.2.2.1 Manual on tested solutions
- D.2.3.2 Interviews with stakeholders
- D.2.4.1 Cross border evaluation report
- D.3.2.2 CROSSCONNECT Adriatic forum packages
- D.3.2.3 Memorandum of Understanding
- D.3.3.1 Roundtable processing.

All project outputs and deliverables will be maintained by project partners and will be incorporated in each project partner organisation strategic documents. Lessons learned and recommendations and measures for improvement identified in each output and deliverable which are not tested within the pilot action sites will be integral part of each partner organisation strategic plans and documents for future development. By signing MoU each partner will commit to future develop and exploit the project results within its own institution.

During the pilot action implementation new innovative ICT tools will be developed as well as smart solutions adopted according to specified project objectives and in order to achieve project results and indicators. These results will be summarised in Manual of tested solutions. Ownership of implemented pilot action are defined by national rules and legislation as well as partners internal policies and procedures and maintenance of the costs will be responsibility of each respective project partner.

Dubrovnik:

DBV and DPA will jointly develop ICT tool (web application) which will be used for the optimization of cruise passenger flows and inter modal transport between port and airport. The web application will be owned and maintained by Dubrovnik Airport. Also, within the pilot action implementation, DBV will purchase electric bicycles and electric tractor while DPA will purchase electric vehicles for transportation of elderly cruise passengers and their luggage. Each partner will own and maintain equipment purchased within the pilot action, guaranteeing their maintenance in the future.

Pula:

LUP and PulaPromet will perform Integrated data sharing information for passengers. Integration of data will be performed within each partner system and will be maintained by each partner for their

respective systems. Necessary equipment (totems) will be purchased, owned and maintain by each partner. Smart ticketing system will be placed within PulaPromet totems to allow purchase of tickets for public bus transport in Pula port area. Additionally, PP6 will purchase electric minibus to develop new route between port area and main bus station and city centre while PP5 install 3 charging stations for the minibus operation and electric vessels charging. Each partner will own and maintain equipment purchased within the pilot action.

Venice/Chioggia:

SAVE and NASPA will perform integration of data for cruise passengers, each partner will be responsible for adapting its own system for data sharing information and will be responsible for maintain it.

Also, SAVE and NASPA will adopt smart solutions in order to improve baggage handling process and to make it seamless. The pilot action will start with a process analysis, that will be done by NASPA who will own the study and SAVE will use results for further joint implementation of identified measures.

Within the pilot action, NASPA plans to purchase: 2 electronic totem and equipment for testing Fly&Cruise concept while SAVE plans to purchase two full check-in counters containing different technical equipment for handling the baggage check and transport. Each partner will own and maintain equipment purchased within the pilot action.

Brindisi:

STP Brindisi and ADSPMAM will perform integration of data for cruise passengers, each partner will be responsible for adapting its own system for data sharing information and will be responsible for maintaining it.

Additionally, in order to improve intermodal sustainable and environmentally friendly connectivity between port and urban areas, STP Brindisi will purchase equipment for the installation of 4 smart shelters for bus stop and 4 information poles to be installed near the shelters. ADSPMAM will purchase 2 electric minibuses that will operate from port area to key city points of interests for tourists. Each partner will own and maintain equipment purchased within the pilot action.

All project partners have financial capability to maintain their implemented pilot action after the project end to ensure its durability.

Moreover the engagement of key national, regional and local stakeholders, as well as the key involvement of the Port of Rijeka and Ancona will contribute in guaranteeing the institutional support for the uptake and further development of the project outputs.

C.8.2 Durability

Some outputs/deliverables should be used by relevant groups (project partners or others) after the project's lifetime, in order to have a lasting effect on the territory and the population. For example, new practices in urban transport need to be used by local authorities to have cleaner air in the city, and the whole population will benefit from this. Please describe how your outputs/deliverables will be used after the project ends and by whom.

During the project life cycle new innovative ICT tools for integrating timetabling and information for passengers will be developed as well as smart joint ticketing system and adoption of smart solutions to improve baggage handling system and adoption of green solutions and electric mobility to reduce energy consumption and improve passengers mobility. These ICT tools and equipment and devices implemented within each pilot action site will be tested and validated during pilot action implementation phase and will be summarised in Manual on tested solutions. Maintenance of equipment and upgrade of developed ICT tools will be done by each respective partner for their ownership. In accordance to signed MoU, partners will commit to further develop intermodal connections of their port.

The implemented solutions will be maintained and upscaled by partners after the closure of the project and passengers will continue to benefit from the improved mobility between the ports and the urban areas and airports involved.

Outputs and deliverables produced within the project will be placed on each partner website and on the dedicated project programme websites in order to be open for the public. Through organisation of the CROSSCONNECT Adriatic forum project outputs and deliverables will be presented to all relevant stakeholders (other ports and airports, urban public transport, national, regional and local public authorities, transport service providers, policy makers, industry experts) and general public.

Tested sustainable and ICT solutions to improve intermodal connections of ports with hinterlands will be up-scaled by partners organisations to guarantee long term benefits. The consortium will exploit and transfer deliverables (Manual on identified solutions, related pilot action appraisal report, CBTG reports) to all stakeholders operating in the Adriatic sea. Implemented actions, lessons learned, measures for improvement and recommendations arising from the CROSSCONNECT deliverables shall be used for setting up intermodal connection between other ports and hinterlands through replication and adaption of tested solutions within CROSSCONNECT project.

Key role in dissemination activities will be in stakeholder and technical experts' engagement, especially through the work of Cross border technical working group (CBTG), and through associated partners (Port of Rijeka and Port of Ancona). Strategic Road map will be developed within the project to formalise and transfer CROSSCONNECT model and will represent a key contribution towards more integrated and sustainable transport connection of ports with hinterlands.

Through organised round table activities associated partners and other involved ports will sign declaration of interest in order to promote project results and to uptake the CROSSCONNECT Strategic Road map to improve the intermodal connections of their ports, in order to guarantee new steps of implementation after the project's end.

C.8.3 Transferability

Some outputs/deliverables that you will deliver could be adapted or further developed to be used by other target groups or in other territories. What will you do to make sure that relevant groups are aware of your outputs/deliverables and are able to use them?

The project will have a strong capitalisation approach and dedicated transferability actions in order to effectively raise awareness on the project results and outputs and to guarantee their use and exploitation in other territories and by a wider variety of stakeholders and target groups, the project will mainly focus on 2 different activities:

- communication, promotion and dissemination to inform the target groups on the activities and results achieved, to increase the knowledge on the realised deliverables and outputs and to raise awareness on the project,
- transfer and capitalisation activities to concretely allow other organisations, target groups and stakeholders to adapt or further develop the outputs in other contexts/territories.

The activities playing a key role in this regard are:

- 1) 4 testing site visits in the 4 pilot sites open to Associate partners (Port of Ancona and Port of Rijeka) and other relevant stakeholders among ports authorities, other transport authorities, national and regional transport public authorities, cruise/ferry companies, Air companies, Enterprises, Research Institutions. This will allow the participants to test and experience the tested solutions and to better understand their level of replicability;
- 2) Exploitation of the Manual on tested solutions and practices: each territorial connection (Dubrovnik, Venice, Pula, Brindisi) will elaborate a practical manual with the purpose to present the successful tested solutions and spread their uptake or further development, as well as videoclips for a wider audience and a more captivating approach in presenting the tested solutions;
- 3) Dissemination of the Cross-border Evaluation Report, collecting appraisal reports, passenger satisfaction feedback and joint evaluation of each pilot, a crucial deliverable guaranteeing the transferability of the output;
- 4) Local-based consultation processes with key stakeholders in the framework of the definition of the Strategic Roadmap;
- 5) Promotion of the roadmap to other organisations and stakeholders in the framework of the cross-border forum in Venice. The document will collect recommendations for policies and measures to improve connections between ports and urban areas/airports with specific focus on tourists, recommendation for policies and measures to improve the processing of tourist who reach the tourist destinations by ferries, actions to support transport stakeholders, especially those operating during the summer season, in developing intermodal transports solutions, actions to encourage the touristic and economic operators and port/airports/local urban transport authorities to work in cooperation by establishing permanent networks, measures to support the transfer and uptake of existing solutions and instruments and practices to enhance the harmonization of management structures between ports and local urban transport authorities/companies and airports;
- 6) Engaging and raising awareness with policy makers at regional and national level, regional and national transportation institutions and authorities during the cross-border event in Venice;
- 7) Organisation of strategic roundtables with ports to concretely engage the ports and port authorities to adopt the intermodal solutions developed and tested during the project and to commit towards the creation of a new or modernised connection in other territories. During the roundtables, all key ports operating in the Adriatic Sea will be involved and will be explained on how to adapt and use operational and technological solutions that have been tested through the project, as well on how

to cooperate with airports and urban transport authorities to set intermodal connections. Finally the project will foresee a concrete action to evaluate the capitalisation activities and measure the transferability, by collecting signed declarations of interest from the involved ports to transfer some of the tested solutions and to uptake the CROSSCONNECT Strategic Roadmap to improve the intermodal connection of their ports.