

 easeaway

STRATEGIC PROJECT

FOR THE INTEGRATION
OF TRANSPORTS IN
ADRIATIC IONIAN
REGION



www.easeaway.eu



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EUROPE - ADRIATIC SEA - WAY

*Strategic project for the integration
of transports in Adriatic Ionian Region*



Your smart mobility



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Project overview

OBJECTIVES

Contributing in making easier the accessibility and the mobility of people across the Adriatic and Ionian area was the main goal which gathered together 20 partners, coming from 8 countries, in setting up a strategic project. The aim was to provide some soft solutions for developing new cross border, sustainable and integrated transport services and for improving some physical infrastructures, decreasing CO2 emissions caused to the mobility of passengers. A set of specific project objectives was defined, connected with integrated actions: integrate and upgrade existing and new collective passenger transport services; explore a better integration of urban and regional connections among ports, airports and main tourist destinations and urban areas; develop new or renovate existing infrastructures in the Adriatic and Ionian port system; foster passenger sea transport and other collective transport means connected to the port system; test new governance models in the light of EUSAIR.



TARGETS

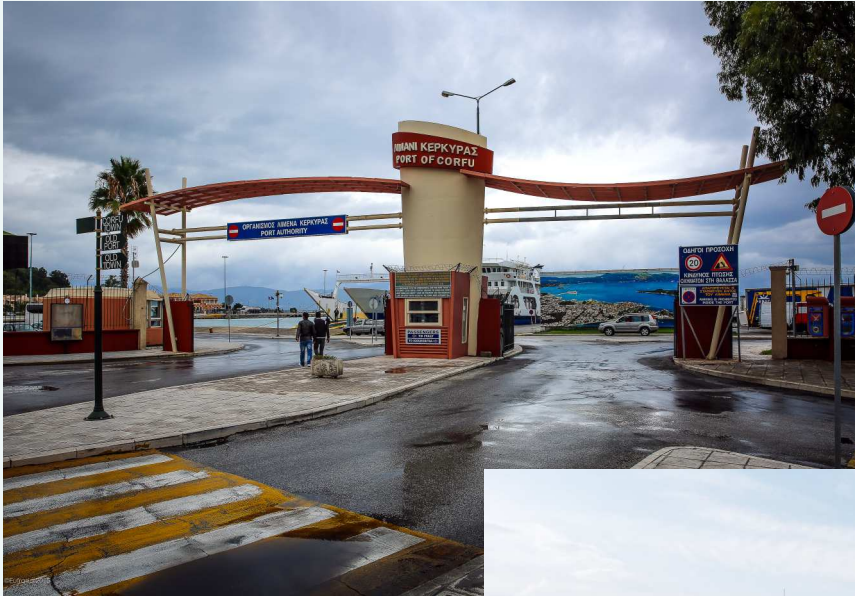
Being representative of different levels of decision makers, including ministries, regional administrations and port authorities, the project partnership worked for 32 months for strengthening sustainable passenger transport systems for the benefit of the Adriatic IPA Programme and for making available to EUSAIR some best practices and some concrete results. Every project step was based on the involvement of the main stakeholders and transport experts at local, national and crossborder level, covering the whole programming area, for being able to overcome present infrastructure and modal unbalances and for fostering integration among different countries. The role and the importance put on the pilot actions for providing some real improvements in the mobility of citizens and tourists, as well as the focus of the working groups established on the challenges represented by infomobility and passengers services at terminal, show the project results-oriented approach.





STAKEHOLDERS

A very important foundation, for further communication and joint work of all regions and interests of the parties in area, is represented by stakeholders from project partners regions. Stakeholders are interested parties not only for EA SEA-WAY, but also for other projects aimed at fostering the growth of important economic areas of the Adriatic region by creating connections and an intermodal environment for all the residents of the Adriatic-Ionian region. Thus, as one of project results of Project Europe Adriatic Sea Way, it is formed unified base of stakeholders for all 20 project partners - regions, which can be used not only by partners but also by stakeholders themselves and associates in project. Unified base is published on the project website and in it is included 461 stakeholders from transport and logistics area of activity of Adria Ionian region.



CROSS FERTILIZATION

In the framework of EA SEA-WAY Project, n 3 Cross Fertilization Events and 4 Workshops have been organized. The main aim of these events has been to create a stimulating environment in the Adriatic Ionian Macro Region where different projects results, initiatives and achievements can be merged and give a multiplier positive effect in innovation, touristic, transport and logistic sectors. More than 20 different projects funded in the framework of different Programmes, such as Adriatic IPA 2007-2013, Greece Italy 2007-2013, MED 2007-2013, SEE 2007 – 2013, Black Sea Basin 2007-2013, Central Europe 2007-2013 had the opportunity to open a common ground of discussion



JKMT

Joint Knowledge Management Tool - JKMT has been planned and realized as an open instrument to let available to a wide audience all the know-how and knowledge acquired during the Capitalization Phase of EA SEA-WAY Project. JKMT is a structured database that can be easily and intuitively interrogated through some standard queries, and give information about past and ongoing Project, Initiatives and Programmes in Transport Sector.

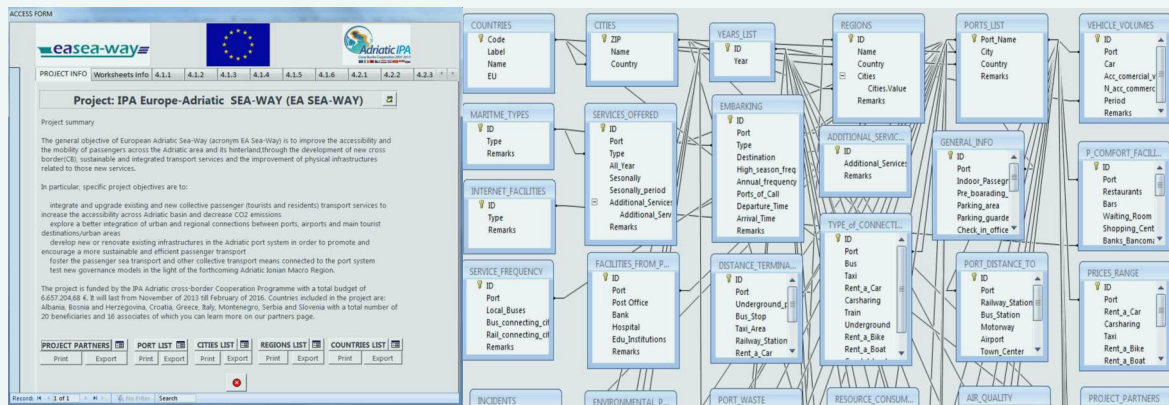
JKMT is structured according a taxonomy that foresees 3 main sections: EA SEA-WAY Objectives (Collective Passenger Transport Services, Connections with Ports/Airports and urban area, Infrastructures in port system, Foster passenger sea transport, Governance Model) Line of Interventions (New Lines, Infrastructures, InfoMobility and Dynamic Hinterland), and Adriatic-Ionian MacroRegion Pillars (Innovative and Smart macroregion, Sustainable Region, Connected Region, Toward a better governance).

TRANSPORT SYSTEM

EA SEA-WAY Database enable comprehensive view of data and easy processing and analyzing data while data are collected on one place. Database was developed using Microsoft Access DBMS (Database Management System). Some of database stakeholders includes: Project Leader and other Partners (FBs), Ports Adriatic-Ionian Area, Ministries and Regulatory Agencies, Project Manager, Project Office Manager, Project Review Group, Project Teams, Project Team members, etc. Database functionalities are:

- Users will be able to systematize data
- Quick search of information required for project activities
- Access to various statistical data relevant to the project
- Search for the information needed for a particular analysis on one place
- Compare data for individual ports and regions
- Reports enables effective review of data in different formats: xls, xml, html, pdf, etc.
- Enabled options for printing data directly from the DBMS
- Useful data for further similar research

We have created user friendly interface for inserting and searching data by using data-entry forms, switchboard forms, dialog box. EA SEA-WAY Database will be an efficient tool for Adriatic-Ionian Maritime Passenger Transport Observatory.



database

The screenshot displays the 'easea-way' database interface. The top window, titled 'PASSANGER COMFORT FACILITIES', contains a form with various input fields for port details, including 'Port', 'Restaurants', 'Bars', 'Waiting Room', 'Shopping Center', 'Banks/ Bancomat', 'Tourist Info Points', 'Hotels', 'Internet facilities', 'Travel Agency', 'Luggage service', 'Toilets', 'Drinkable Water', 'Seperated Waste', and 'Infirmary'. A 'Remarks' field contains the text 'Organization / Institution: Port of Bar H.Co.'. A 'Save' button is located at the bottom right of this form.

Below the form is a worksheet navigation bar with tabs labeled 'PROJECT INFO', 'Worksheets Info', and a series of numbered tabs from 4.1.1 to 4.2.3. The '4.1.2' tab is highlighted with a red box and labeled 'Choose Worksheet'. The '4.2.3' tab is also highlighted with a red box and labeled 'Worksheet navigation'.

The main content area shows the 'PASSENGER PORT (MARITIME) TRAFFIC' section. It features a grid of controls for different traffic types: 'PASSANGER VOLUMES', 'VEHICLE VOLUMES', 'EMBARKING', 'DISEMBARKING', and 'SERVICES OFFERED'. A red box around this grid is labeled 'Worksheet Form'. To the right, there is a sidebar with a list of categories: 'ADDITIONAL_SERVICES', 'DISEMBARKING', 'EMBARKING', 'PASSANGER VOLUMES', 'SERVICES_OFFERED', 'VEHICLE_VOLUMES', 'DISEMBARKING', 'EMBARKING', 'PASSANGER VOLUMES', 'SERVICES OFFERED', 'VEHICLE VOLUMES', 'DISEMBARKING', 'EMBARKING', 'PASSANGER VOLUMES', 'SERVICES OFFERED', 'VEHICLE VOLUMES', 'Info: if only seasonally', and 'Info: Total Passenger Volume'.

ASSESSMENT OF PASSENGERS BEHAVIORS AND MARITIME TRAFFIC FLOWS, TRAFFIC VOLUMES & INFRASTRUCTURES AND SERVICES

The Adriatic-Ionian region is geographically very favorable to the use of ferry connections, especially the southern part in which the use of ships can shorten the travelling time significantly as well as make the travelling safer and more comfortable. In addition, the cities on Adriatic-Ionian shores have had a remarkable history and as such provide an interesting destination for cruise passengers.

Driven by these factors, we examined the Adriatic-Ionian ports in terms of their infrastructure dedicated to passenger transport, their hinterland connections, their development plans regarding passenger transport and finally passenger traffic. The findings are united in the first out of six created reports, that is in the report titled "Assessment of passengers behaviors and maritime traffic flows, traffic volumes & infrastructures and services".

WP4 OUTPUTS



FB5	FB16	OUTPUT 0: Questionnaires	FB12	FB11
		OUTPUT 1: Assessment of passengers behaviours and maritime/IW traffic flows, traffic volumes & infrastructures and services		FB11
	FB16	OUTPUT 2: Assessment of integration of Adriatic port system with hinterland, airports, road and rail network and main tourist destinations		FB12
	FB5	OUTPUT 3: Assessment of regulations and possible harmonization initiatives		
		OUTPUT 4: Report on Common needs and priorities identified related to passenger maritime/IW transport and its integration		FB11
	FB16	OUTPUT 5: Report on scenarios and investment needs linked to the development of passenger traffic, modal choices and infrastructures	FB12	FB11
FB5	FB16	OUTPUT 6: Guidelines for a more sustainable passenger mobility	FB12	FB11
	FB16	OUTPUT 7: Microsoft Access DataBase		



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ASSESSMENT OF INTEGRATION OF ADRIATIC PORT SYSTEM WITH HINTERLAND, AIRPORTS, RAIL NETWORK AND MAIN TOURIST DESTINATIONS

The second output “Assessment of integration of Adriatic port system with hinterland, airports, rail network and main tourist destinations” is a joint report created by two WP4 partners: University of Belgrade, Faculty of Transport and Traffic Engineering and University of Sarajevo, Faculty of Traffic and Communication. This report provides the evaluation of the integration among Adriatic ports and their hinterland enabled with road, rail and air transport network that allows to identify needs and priorities, bottlenecks, potentials for passenger transport services/lines and their possible future integrations, as well as to define interventions for more sustainable and efficient passenger transport services in the Adriatic area. At this point, road transport is of the utmost importance for the functioning of ferry and cruiser traffic flows in Adriatic-Ionian region. Railways are important part of European transport system and significant contributor to achieving the sustainable transport in the Adriatic area in the future. New air links within the Adriatic region could also considerably improve mobility and accelerate economic integration and cooperation processes.

ASSESSMENT OF THE LEGAL FRAMEWORK RELATED TO MARITIME PASSENGER TRAFFIC AND HARMONIZATION PROPOSALS IN THE PARTNER COUNTRIES

Assessment of the Legal Framework Related to Maritime Passenger Traffic and Harmonization Proposals in the Partner Countries is focused on the assessment of the legal acts, conventions, laws, regulations, directives and decisions related to maritime passenger traffic, adopted by authorized institutions at international, EU, national and regional level, which are in force in each of the sixteen partner institutions.

In respect of the legal acts adopted at the European Union level it was concluded that all partner countries, members of the EU harmonized their national legislations with the provisions of primary and secondary EU law related to maritime passenger traffic. Regarding the partner countries, which are not member states it was stressed out that they have started to harmonize their national legislations with *acquis communautaire* in the field of maritime passenger traffic. However, they are still at the beginning of their accession process to the European Union, so their institutions of legislative, executive and judicial powers must make coordinated efforts and continue the harmonization process.

All partner countries should continue to make joint efforts within international organisations related to preparation and adoption of common legal acts in order to improve the passenger transport in the Adriatic – Ionian area.

REPORT OF COMMON NEEDS AND PRIORITIES IDENTIFIED RELATED TO PASSENGER MARITIME TRANSPORT AND ITS INTEGRATION

The ports of Adriatic-Ionian region are geographically located close to each other, but in six different countries that, following different historical and political paths now show dissimilar economic situation, have different transport policies and consequently diverse visions for their ports. These ports differ in organization, market orientation, development level, size and connectivity. Nevertheless, we managed to identify common success factors for ferry and cruise ports in the region. For the first ones, road connections and terminal infrastructure are the main factors influencing the port's performance, while for the later, the favorable position in the proximity to city centers and/or historical/touristic attractions, as well as the selection and quality of terminal services are identified as a key success factors. These findings are presented in the report titled »Report of common needs and priorities identified related to passenger maritime transport and its integration«.

REPORT ON SCENARIOS AND INVESTMENT NEEDS LINKED TO THE DEVELOPMENT OF PASSENGER TRAFFIC, MODAL CHOICES AND INFRASTRUCTURES

The output no. 5 “Report on scenarios and investment needs linked to the development of passenger traffic, modal choices and infrastructures” is a joint report created by Universities of Ljubljana, Belgrade and Sarajevo. This report outlines development scenarios for different transport modes within the Adriatic region. A multi-criteria analysis was used in the creation of scenarios for passenger shipping development in the Adriatic-Ionian region. Both, quantitative as well as qualitative data that were obtained during the research were used to form the evaluation criteria and a broader methodological frame due to different indirect effects of the investments into the transport infrastructure (maritime, road, rail and air) was prepared. Accordingly, three scenarios for each transport mode in Adriatic region were developed - pessimistic, realistic and optimistic scenario. The creation of these scenarios allowed the identification of influencing factors that could have the effect on the development of passenger shipping in Adriatic-Ionian region as well as the determination of the activities that should be done to shape this development in a desired way.



Scenarios are possible future outcomes that allow us to identify influencing factors as well as to determine the activities that should be taken to achieve desired development. The subject we were dealing with, that is, the improvement of the accessibility and the mobility of passengers across the Adriatic area and its hinterland, is not depending only on the ports' development, promotion of the region and regional cooperation, but also on the EU initiatives and the intelligence of national transport policy makers.

GUIDELINES FOR A MORE SUSTAINABLE PASSENGER MOBILITY

Guidelines for a more sustainable passenger mobility is a joint report based on previously mentioned reports. This output determines the trends in cruise shipping and ferry transport in the Adriatic-Ionian region, as well as the guidelines for cruise shipping development; ferry transport revival; road, air and rail transport and the legal framework. It includes 21 ports from six countries on the Adriatic-Ionian coasts. These ports range from local ferry ports to important cruise ports, thus making common conclusions rather difficult. Yet, this report presents current and future challenges of maritime transport in the Adriatic-Ionian region, with the guidelines about stopping of negative trends in the ferry transport and increment of attractiveness of the Adriatic – Ionian region in cruise tourism. The development of more sustainable passenger mobility in the Adriatic-Ionian region is not exclusively ports' concern; but a common concern of regions in which the ports are located and finally it is something that has to be geared from the top, that is from the European Commission.

Ports can take certain initiatives within the port itself to make it safer and more attractive (eg. expansion of the passenger terminal, construction of terminal building with adequate services, construction of safeguarded parking areas, wi-fi coverage, etc.); but there has to be a strong support of community and region, so that the enhancement of performance can be achieved.

WP4 OUTPUT 6: Guidelines/ The Way further?



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CAPITALIZATION

Capitalization Strategy has been designed to allow, in the framework of EA SEA-WAY project, the exploitation of tangible and intangible results of some past and ongoing programmes, projects, initiatives, with the aim of optimizing their value, enhancing their impact and facilitate the integration at multiple levels within EA SEA-WAY. Project Partners mapped several projects and finally selected 41 of them to be included in the capitalization plan. Moreover Project Partners defined a more clear picture of the transport environment in Adriatic Area by mapping also HUB/Coalitions, Stakeholders and Proprietary Systems that have huge importance for the further capitalization of EA SEA-WAY results.

SUSTAINABILITY

A project can be defined sustainable when it continues to deliver benefits to the final beneficiaries and/or other constituencies for an extended period after the Commission's financial assistance. Project Partners drafted a sustainability plan for each pilot implemented within EA SEA-WAY Project, to define specific strategies for short, medium and long term sustainability. In detail, for each pilot has been analyzed the sustainability of Pilot itself by defining financial, operative and institutional needs; the sustainability at Regional/National level, by analyzing the pilot with reference to Regional/National Strategy; and finally the sustainability at ADRION level, by analyzing the pilot in the framework of Adriatic Ionian Macro-Region Strategy.

Finally, all these data converged in the Project Sustainable Plan, defining in this way, the strategy to constitute an Adriatic Ionian Observatory.

ACTION PLAN AND ROAD MAPS

Covering the results of the EA SEA-WAY project, the Action Plan at Cross-Border level aims to summarise the priority challenges and priority areas of intervention at short-medium-long term for the development of the Adriatic and Ionian ports and to step up cooperation between all concerned stakeholders, whether these are port authorities, institutional players or stakeholders at large.

For cruise ports, the interventions proposed in this Action Plan can help them to keep pace with the growth of ships and the number of passengers that require sufficient investments in cruise infrastructure, including not only portside infrastructure (wharfs and terminals) but also supporting landside infrastructure (hotel beds, transport, attractions, activities, and events).

For ferry ports, the interventions put forth by the Action Plan can help tailor service characteristics and quality standards to maximize the utilization levels of the existing lines and potentially to expand their ferry services.

In recognition of these opportunities, and in line with the results obtained through the general survey that has allowed to get a comprehensive understanding of the current situation of the port infrastructures and services and major needs of the Adriatic-Ionian basin, and with the single Action Plans that each Port Authority has elaborated and where the identified priorities of development are addressed, this Action Plan identifies specific requirements to grow the cruise and ferry sector.

These requirements outline the priority challenges that create the framework for port development in the Adriatic-Ionian region over the next 15 years. These priority challenges can be streamlined as follows: Offer of higher-standard welcoming services to passengers, improvement/optimisation of port infrastructure and port terminal buildings, enhancement of the use of ICT technologies, improvement of road/rail connections between the port and its city centres/hinterland and development of ports as being leverage for strengthening tourist offer.

CROSS FERTILIZATION

In the framework of EA SEA-WAY Project, n 3 Cross Fertilization Events and 4 Workshops have been organized. The main aim of these events has been to create a stimulating environment in the Adriatic Ionian Macro Region where different projects results, initiatives and achievements can be merged and give a multiplier positive effect in innovation, touristic, transport and logistic sectors. More than 20 different projects funded in the framework of different Programmes, such as Adriatic IPA 2007-2013, Greece Italy 2007-2013, MED 2007-2013, SEE 2007 – 2013, Black Sea Basin 2007-2013, Central Europe 2007-2013 had the opportunity to open a common ground of discussion.



CONFERENCES

One of the activities planned as part of the promotional activities – conferences, that promote the overall project and the exchange of experiences and knowledge between partners with stakeholders, relevant institutions and residents. In addition to informing the public about the activities and results of the project, through such exchange of knowledge and experience, establish contacts, which in the future may result in new ideas and possible projects aimed at growth of certain economics areas, connections, types of communications between several areas and provide better travel conditions, tourist or business intent. There were 10 conferences organized by project partners and there were also used for cross fertilization role of the project.

OPEN DAYS

As one of promotional activity, Open Days is a presentation of individual project investments or conducted developing strategy, studies or other documents. Project has a great number of results, it is important to present project results to the public and interested stakeholders. During these public events, the interventions realized in the ports involved in the project have been the main results presented to citizens and interested stakeholders. Among the others: travelers will benefit from new fast sea-line established to connect Trieste with Slovenian and Istrian Ports; cruise and ferries operators in Ravenna are aware about improvement of bus connections with inland; maritime operators and passengers in Pula, Dubrovnik, Chioggia and Ancona find out about physical infrastructures realized; residents and tourists in Igoumenitsa, Campobasso and Pescara will use new info-mobility systems; local stakeholder can further use plans for development in Bar, Rijeka and Split ports.

CROSS-BORDER AGREEMENTS

Cross-Border Agreements (CBA) represent the final result of the activities carried out within Working Package 5, related to the “development of sustainable passenger transport models for the Adriatic-Ionian basin and capacity building”, after the identification of the priorities of development in terms of services, connections and infrastructures for maritime transport, and in support to shared definition of durable and sustainable strategies on passenger transport.

Following the definition of a cross-border Action Plan for a sustainable passenger transport strategy for A.-I., the Project Partnership selected some definite issues that have been taken into account for specific cooperation opportunity to be further improved after the completion of the EA SEA-WAY project, enforcing its sustainability.

The initiative of various Project Partners led to the achievement of a series of CB agreements, both at bilateral and multi-lateral level, covering different aspects and sectoral priorities. Out of the possible three called for agreements in the Project, later were even eight agreements on such understanding was reached and that have been ratified.

agreements

Four bilateral agreements promoted by ERFC (one of them involving an external subject) concerned the recourse to ICT technologies, namely an integrated approach combining travel information and dynamic touristic offer through the management of passenger and vehicle traffic flows within the ports of Vlore, Durrës (thanks to the Albanian Ministry of Transport and Infrastructure), Saranda, Bar and Split, secured thanks to the Greek Partner for a common ITC platform.

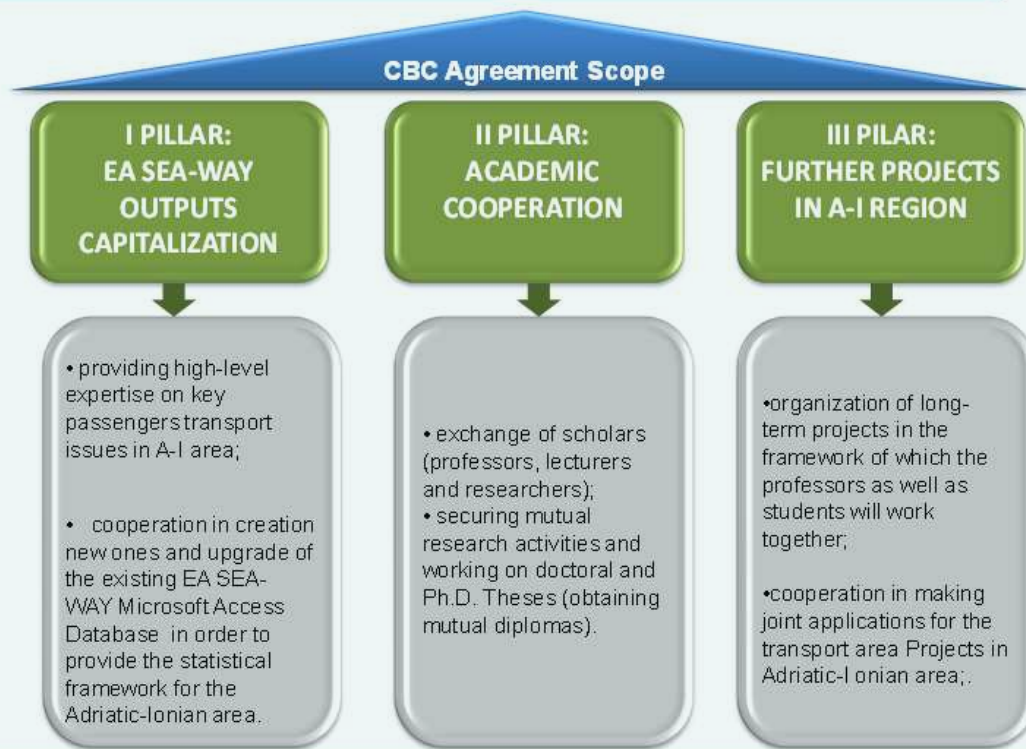
The aspect of the development of maritime connection was met in the cross-border agreement involving three regional administrations (Friuli Venezia Giulia, Istria and Primorje-Gorski Kotar), commonly interested into the implementation of the quality of mobility and passenger transport services (also in view of multimodal solution offer to travellers) by using the maritime mode (fast lines), in order to intervene on the congestion risk of road traffic, especially in the summer time, also by advocating a better economic, social and territorial cohesion of the North-Eastern Adriatic, linking the entire area and providing the population for alternative links other than the land connections.

The service to travellers implementation has been specifically faced within the issue related to the Passengers presenting special needs and reduced mobility (disabled persons, elderly, minors, pregnant women, etc.), a matter that deeply interested a large number of Partners from different eligible countries of the basin, to ensure equal rights to transport and social inclusion for persons in port terminal structures.

The presence in the project Partnership of three sector Transport Faculties from Belgrade, Ljubljana and Sarajevo led to an agreement on inter-faculty cooperation that goes well beyond the project framework, ensuring an organic mutual collaboration between the Faculties on scientific, technical and organisational aspects related to academic structures, also setting the conditions for further cooperation enlargement to other similar faculties from South East Europe.

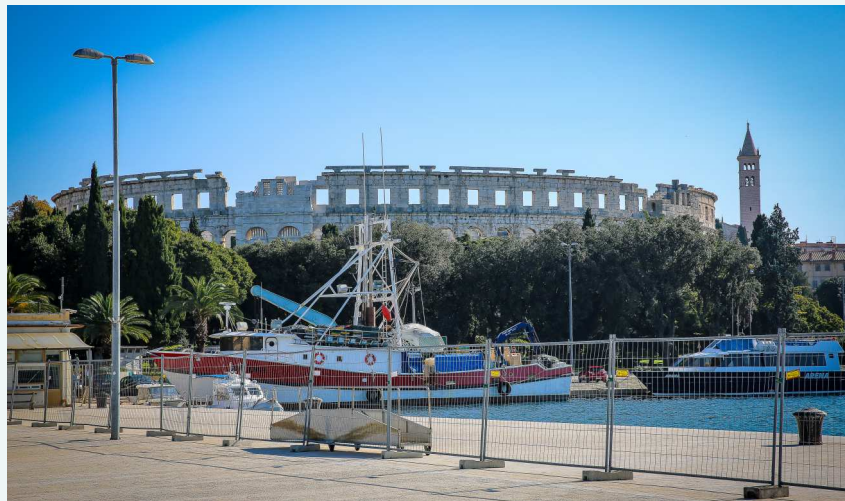
agreements

WP5: CBC Agreement between Universities of
Ljubljana, Belgrade and Sarajevo



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CROSS-BORDER AGREEMENT FOR THE INSTITUTION OF THE ADRIATIC-IONIAN MARITIME PASSENGER TRANSPORT OBSERVATORY

The most relevant Cross-Border Agreement in EA SEA-WAY Project prove to be the understanding reached on the institution of the Adriatic-Ionian Maritime Passenger Transport Observatory promoted by the Region Friuli Venezia Giulia, a formal act that involved all the Project Partners, giving a strong sustainability value to the Project possible inherent follow-up. The fully Partnership agreed on the creation of a tool gathering representatives of all actors that participate to the definition of the work environment and of the policies of the passengers transport system in the Adriatic-Ionian area, within a unique organization providing expertise and elaborating strategies.



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agreements

The signatories agreed to pursue common actions in order to:

- Cooperate for a joint policy and to promote Adriatic-Ionian basin as a destination in whole,
- Promote the Adriatic-Ionian basin in a wider MED scenario,
- Propose the standardisation of administrative procedures and legal framework,
- Provide the statistical framework for the Adriatic-Ionian area (just one-stop-shop for data collection),
- Be the “exchange hub” for the collection and spreading of Best Practices on Passengers transport,
- Conduct studies, research, info-training and support to members,
- Monitor EU different calls,
- Provide high-level expertise on key Passengers Transport issues.

An important decision mutually adopted was the choice to cooperate in order to seek the opportune forms of financial support for the development of the Observatory activities, with particular attention to EU funding.

ICT SYSTEM

ICT plays an important role for the upgrade of services and ports' management. Systems improve both, services for passengers and management of traffic flows in ports were implemented. It is the case for instance of ports of Ancona and Ravenna where free Wi-Fi service were activated by passenger terminals. In Termoli, to favour multimodal mobility, some light infrastructure to upgrade infomobility was developed to better integrate urban and regional connections between ports, stations and tourist destinations/urban areas. In particular the Bus Station of Termoli was equipped with 1 Infopoint (Totem touch screen) to provide TPL real time information and touristic information; 2 Monitors to provide TPL real time information; free Wi-Fi area.

As far as ICT system for management of traffic flows is concerned, the Port of Bar upgraded the technology allowing the integration with Port Community System (PCS framework and module Disposition). This activity allows the harmonization with EU standards and procedures related to the vessel information; the reduction of the service costs; the electronic exchange of all relevant information related vessel's arrival and departure.

APPS AND PASSENGER SERVICES

The possibility to easily get updated and reliable information on transports is a key factor to favour the multimodal mobility. To this extent a group of partners decided to focus their efforts on the definition and application of specific tools for travellers. It is the case of Igoumenitsa port which developed an "infomobility and tracking of passengers and their vehicles" system. It is an application able to run in different platforms (Windows, Google Android, IOS). The application includes the main platform and an APP for mobile phones whose main purpose is to stimulate multimodal travel.

Sistemi Territoriali developed a Trip Planner combined with a web site for the area Venice-Padua-Polesine hinterland providing information on how to reach the points of interest in the hinterland, by public transport services; and information about places of interest, monuments and events.

"Easy passenger" is the application developed by Abruzzo Region as a multiplatform application operating on mobile devices with an internet connection as well as info totems installed close to the terminal passenger of Pescara port.

All these systems are highly transferrable, expandable and usable by other Institutions. Links are available in the project web site.

A variety of services by the passenger terminals are necessary to upgrade the level of the port system of the Adriatic, and the connection with the hinterlands. The pilot actions mentioned within the chapter “Apps” and ICT systems can be included in the category “passenger services” too, nevertheless those mentioned here have a different nature, for this reason a separated description is provided.

Port of Split Authority installed the system of card/ticket/license plate recognition, with cameras, inductive sensors and integrated automatic hydraulic barriers connected to the IT database, to show that the congestion of vehicles can be reduced and security increased. Totem type passenger information displays and a timetable guidance display, all connected to the IT database, were also installed.

Many integrated interventions were carried out by the passenger terminal of Ravenna in the field of connection with the hinterland thanks to a free bus service connecting terminal to Ravenna railway station to ensure both modal shift and the possibility to easily reach UNESCO monuments of the city centre.

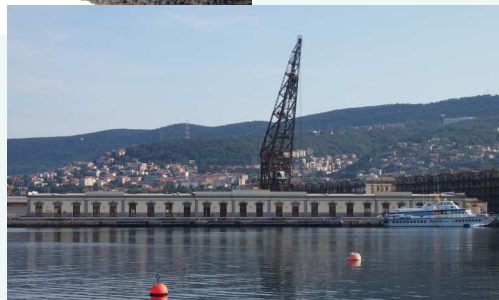
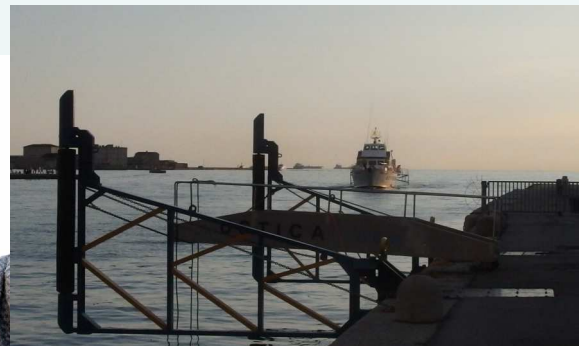
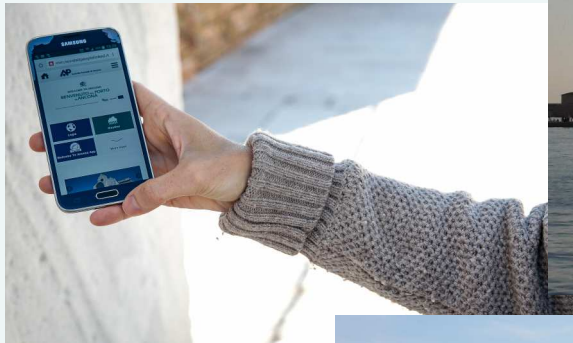
INFRASTRUCTURE

Infrastructures are one of the main field of work of the project partners to upgrade ports and pave the way for further future investments.

It is the case of the passenger terminal of Ravenna where a drinking water line and broad band were laid down up to the terminal to increase the level of security and services for passengers and cruise ships. Ancona Port Authority renovated the yards in front of the cruise terminal. In Chioggia a metal footbridge structure was built to connect Chioggia port with Hub Station (with bus and railway services), facilitating the modal shift. Furthermore, Port of Bari realized a pedestrian safe path connected to the free-bus stop and allowing either passengers with disabilities to better move inside the port.

Many interventions were done in Croatia as well, it is the case of the regulation and upgrade of the coastal zone in the port of Ston where thanks to the project the basic construction and preparatory work was realised allowing next step investment of completion of works allowing docking of vessels. In Istria region, the continuation of the construction of the operational shore in the port of Pula and the remediation of the operational shore in the north city's port Valdibora (Rovinj) were completed.

Besides physical infrastructures, a group of partners had the possibility to develop specific plans i.e. urbanisation of passenger terminal (Province of Ravenna), international passenger terminal building and port infrastructure to strengthen Adriatic cross-border integration (Port of Split), passenger terminal to allow docking of cruise ships (Port of Bar), and passenger terminal to allow docking of cruise ships (Ports of Bar and Split), global master plan to improve groups of ports as necessary first phase for future investments (County of Primorje and Gorski Kotar).



LINES

One of the most challenging pilot actions was developed by Friuli Venezia Giulia Region, which established a new hydrofoil line across Adriatic, improving the international maritime public transport service among Italy, Slovenia and Croatia. The line runs since 2014 from Trieste, to Piran, Rovinj and Pula during summer season from June to September with a frequency of 6 days per week and can carry bicycles too, an option highly appreciated and requested by passengers. The line proved to be appreciated by both cross-border passengers and tourists, despite the limited duration related to the available funds. In terms of passengers transported in 2014, the final figures are: 5.709 from June 28th until August 23rd and 1.197 from August 24th until September 1st. The line allows the shift of traffic from road to sea, contributing to the reduction of road traffic congestion with a positive impact on the environment.

In the lower Adriatic, Bari Port Authority carried out a feasibility study for the establishment of a new "short-sea fast ferry" line across Adriatic for passengers connecting Western and Eastern ports, namely Monopoli and Ploce. The study will serve to find suitable solution to concretely establish the line and overcome the obstacles encountered.



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POSITION PAPERS

The general objective of EA SEA-WAY is to improve the accessibility and the mobility of passengers across the Adriatic area and its hinterland.

In this framework pilot actions play an important role as they are aimed at testing feasibility of new interventions; paving the way for further broader investments and executing concrete solutions; encouraging users to make use of short sea shipping alternatives.

In order to systematize useful information about them, specific thematic Position Papers per group of pilot actions: 1. realisation/modernisation of physical infrastructure and planning; 2. establishment of new fast sea-lines; 3. improvement of connections of ports with inland and services provided to travellers, including ICT solutions. Further than the detailed description of the pilots, they provide an overview of the constraint and success factors individuated and experienced, as well as on the lessons learnt and aspects that can be transferred to other institutions and territories.

Full text of Position Papers available in the project web site.

Conclusions

STRATEGY

Being a strategic project, one of the most relevant achievement is the definition of an Adriatic and Ionian sustainable passenger transport strategy, which includes a set of suggestions on measures to reduce CO2 emissions. A strategy strongly linked to the outlined sustainable passenger transport models for the Adriatic and Ionian basin proposed activating new governance tools and sharing sustainable cooperation strategies on passenger transport, for supporting EUSAIR Action plan implementation. An important contribution to the strategy came also from the established Cross-border Board of institutional and operational key actors and the direct involvement other stakeholders selected by project partners, whilst contents and priorities were provided by Technical cross-border and local working groups, which produced road maps and action plans of the identified priorities and interventions, as strategic documents for a sustainable transport and related infrastructures development.

SUSTAINABILITY

Project sustainability is ensured by a set of Memorandum of Understanding signed among partners on specific topics, with the MoU for setting up of a Cross Border Observatory on passenger maritime transport, as the most strategic one, being aimed at collecting data, spreading best practices, finding common solutions and harmonizing procedures in the whole Adriatic and Ionian area. Each MoU is bound to contribute to the optimization of passenger transport and to pave the way for further larger investments in each participating country, for increasing passengers traffic flows in the basin and for better integrating the Adriatic and Ionian port system with its hinterland. Furthermore, the position papers and the sustainability plans produced by each pilot activity will facilitate the transferability of pilot results to other regions of the Adriatic and Ionian area which are facing similar challenges, supporting at the same time the sustainability of those pilots and of the project itself.

CAPITALIZATION

The project managed to tackle the challenges of capitalization following a two steps-approach. The first step is represented by the capitalization of previous and ongoing experiences from other projects and initiatives focused on maritime passenger transport, on accessibility to the area and on mobility of people, which was based on: good practices analysis of initiatives related to same project topics to create a reference framework; elaboration of a Capitalization Plan to provide the valorisation strategy and ensuring its implementation; setting up joint knowledge-management tool to store contents and other relevant information related to the reference framework; elaboration of Sustainability Plans to define method and action plan for using the results after the project end; cross fertilization with other projects and initiatives. The second step is represented by the detection of project outputs bound to be capitalized as best practices in the framework of EUSAIR implementation.



Partners

Port Authorities

Levante Port Authority

www.aplevante.org

M. Mega, S. De Santis, I. Convertino, M. Traversa, A. Giordano, G. Gargano, E. Piteni

Ancona Port Authority

www.autoritaportuale.ancona.it

G. Vettorel, M. Canonico

Port of Bar Holding Company

www.lukabar.me

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Port of Split Authority

www.portsplit.com

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Igoumenitsa Port Authority S.A

www.olig.gr

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Ministries

Albanian Ministry of Public Works and Transport

www.transporti.gov.al

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Regions

Autonomous Region of Friuli Venezia Giulia, Central Directorate for infrastructure and territory

www.regione.fvg.it

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Molise Region

www.regione.molise.it

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Region Abruzzo - Department of Transport, Infrastructure, Mobility and Logistics

www.regione.abruzzo.it

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Region of Istria

www.istra-istria.hr

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County of Primorje and Gorski Kotar

www.pgz.hr

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Dubrovnik Neretva Region

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www.provincia.ra.it

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www.fpp.uni-lj.si

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www.fsk.unsa.ba

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Agencies

Informest

www.informest.it

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ERFC - European Regional Framework for Cooperation

www.erfc.gr

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Sistemi Territoriali SPA

www.sistemiterritorialispa.it

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TEULEDA

www.teuleda.org.al

A. Nikolli, I. Hila, N. Duma, K. Darragjati

Associates

Ministries

Ministry of Infrastructure and Transport

www.mit.gov.it

Ministry of Infrastructure and Spatial Planning

www.gov.si

Ministry of Shipping, Maritime Affairs and the Aegean – General Secretariat of Ports, Port Policy and Maritime Investments(GR)

www.yen.gr

Ministry Of Maritime Affairs, Transport And Infrastructure

www.pomorstvo.hr

Port Authorities

Venice Port Authority

www.port.venice.it

Corfu Port Authority SA

www.corfuport.gr

Agencies

Coastal Liner Services Agency

www.agencija-zolpp.hr

Provinces

Province of Pescara

www.provincia.pescara.it

Regions

Emilia-Romagna Region, D. G. Infrastructural Networks, Logistics and Mobility Systems

www.regione.emilia-romagna.it

Marche Region

www.regione.marche.it

Veneto Region - Mobility Department

www.regione.veneto.it

Apulia Region – Councillorship for Strategic Infrastructures and Mobility, Logistics and Great Projects Office

www.regione.puglia.it

Decentralised Administration of Peloponnese, Western Greece and Ionian Islands (DA-PWI)

www.upatras.gr

Municipalities

Municipality of Pescara

www.comune.pescara.it

Town of Ortona

www.comuneortona.ch.it





REGIONE AUTONOMA
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AUTORITÀ PORTUALE
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Porti di Bari, Barletta, Monopoli



Autorità Portuale di Ancona



SISTEMI TERRITORIALI S.p.A.



REGIONE MOLISE



REGIONE
ABRUZZO

Univerza v Ljubljani
Fakulteta za pomorstvo in promet



IGOUMENITSA
PORT AUTHORITY S.A.



PORT OF BAR



teuleda
Local Economic Development Agency



REPUBLIKA E SHQIPËRIË
MINISTRIA E TRANSPORTIT
DHE INFRASTRUKTURËS



Fakulteta za pomorstvo in promet



LUKA PLOČE SPLIT

www.easeway.eu

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