

D.4.4.1 ETP ICARUS METHODOLOGY

WP 4 INTERMODAL SEAMLESS SOLUTIONS

A.4.4 ENLARGED TRANSFER PROGRAMME

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List of abbreviations and terms

AF	Application Form
ETP	Enlarged Transfer Programme
EUSAIR	European Union Strategy for Adriatic-Ionian Region
JS	Joint Secretariat
LoS	Letter of Support
LP	Lead Partner
MaaS	Mobility as a Service
PP	Project Partner
SUMP	Sustainable Urban Mobility Plan

2 Introduction

2.1 The ICARUS Project

Air pollution, traffic congestion and long waiting are just some of the main consequences of the excessive use of private cars in the seaside regions between Italy and Croatia. Citizens are very much aware of the noise, poor infrastructure and lack of parking spaces. Passengers also experience rather poor connections between the coast and its hinterland, and during their cross-border journeys across the Adriatic sea.

The project ICARUS (“Intermodal Connections in Adriatic-Ionian Region to Up-growth Seamless solutions for passengers”) originates from the common awareness of a partnership established between Italian and Croatian relevant institutions and organizations that the integration of intermodal transport services - establishing cooperation among transport and information providers both locally and overseas - is the answer to all these problems.

To achieve this goal ICARUS pursues three objectives:

- Objective 1: ICARUS activates a transnational policy learning dialogue and improves the awareness of private transport operators and users in order to foster a behavioural change and create the conditions for a mobility concept change.
- Objective 2: change mobility behaviours, by educating people about sustainability related issues and enhancing the sense of community as a consequence of the use of intermodal transport solutions and sharing mobility.
- Objective 3: Long-term vision & regional policy planning in intermodal mobility. ICARUS will deliver improved policy making for intermodal seamless mobility planning in the area.

ICARUS will test new solutions such as timetable harmonisation, car/bike sharing, ICT solutions for seamless information flow, intelligent and integrated multimodal payment systems, dynamic travel planning and cross-border intermodal services. All these actions call for behavioural changes also by the public building on the application of new concepts, such as MaaS that is the acronym for “Mobility as a Service”. The user is the very centre of the transport services!

The partners of ICARUS jointly work to help the public authorities to turn their citizens into adopting new more sustainable behaviours and to provide them with a new set of services as more efficient and beneficial for all. The skills to do this relate to the capacity of planning,

organizing and marketing key enabling solutions based on multimodality, interoperability, mobility as a service, developed thanks to the cross border cooperation Italy – Croatia, funded by the European Regional Development Fund of the European Union.

2.2 About this document

This document, featuring Deliverable D.4.4.1 “ETP Methodology and call for papers” outlines the objectives, tasks and methodology for the implementation of the Enlarged Transfer Programme (ETP). The ETP is the Activity 4.4. of the ICARUS project and aims to transfer the above mentioned expected outcomes and results of the ICARUS project to other relevant bodies expressing the interest to share experience and know-how beyond the contracted partnership of the project.

3 Target groups

The Enlarged Transfer Programme (ETP) is a tool to multiply dissemination and impact of the results achieved through actions funded by the EU with the programmes of the European Territorial Cooperation Goal.

For sharing the experience and know-how of ICARUS with non-partner institutions interested to the project results, ICARUS sets the opportunity to join some activities and to exercise accordingly, thus establishing new connections up to twinning relationship with the partners of ICARUS.

The ETP participants will be selected through an open call for expression of interest. At least five organizations from the Italy – Croatia Programme area and the Adriatic – Ionian region covered by the EUSAIR will be selected in order to participate to specific training activities and to exercise in developing an action plan to improve the intermodal passenger solutions adopted in their realms. Even if no specific budget is dedicated to the costs of ETP participants, reimbursements for travel and accommodation costs are possible for the participation to the final workshop of the training path.

Priority will be given to NON ICARUS territories (i.e. outside of the areas addressed by the pilot actions of ICARUS) and to organizations which aim to strengthen or to activate new maritime links between Italy and Croatia or across the Adriatic Sea. Organizations located outside of the EUSAIR area may also be considered, if it does not negatively impact on the learning outcome of the target participants.

ETP members will not only receive inputs from ICARUS, but they are also contributors to other activities of ICARUS, by feeding the policy recommendations (A 5.3).

The partner responsible for this Activity 4.4 is CEI-ES, however all ICARUS partners must contribute to training, support and networking to support the promotion of the ETP participants. Special effort is required by all partners for engaging non-partner organisations in the ETP. LP ITL, PP3 VIU, PP5 KIP and PP4 HZPP in particular as activity and work package leaders will also interact with CEI-ES on the implementation.



Figure 1 EUSAIR area (source: Interreg EUSAIR Programme)



Figure 2 Italy-Croatia area (source Interreg Italy-Croatia Programme)

4 ETP Activities

A fine-tuned description of the deliverables in A 4.4 is set in table below.

A 4.4 - ETP	Title & Goals	PP	Date
D.4.4.1	ETP Methodology and Call for papers Involve 5 non-partner authorities of the IT-HR CBC programme area and up to other 5 in the territories of EUSAIR implementation in developing capacity for the adoption of multimodal seamless solutions for passengers Launch an open call for expression of interest to join ICARUS training activities for relevant authorities to be selected.	PP7 CEI ES	01 / 2020
D.4.4.2	ETP State of the Art Report on the intermodal passenger mobility problems and policy challenges. All ETP participants are invited and supported to define their objectives according to their state of the art in the realms of their operations.	PP7 CEI ES	03 / 2020
D.4.4.3	ETP Training Activities ICARUS Training Programme as of Activity 3.3 is designed and delivered also to ETP participants in cooperation with the other relevant partners (webinars and final workshop).	LP ITL & PP3 VIU	02 / 2021
D.4.4.4	ETP Action Plans ETP participants are invited to develop their own light action plans to improve intermodal passenger solutions on their territory as well as connections between Italy and Croatia. All ICARUS PPs are expected to support ETP participants, also through twinning approach. Inputs from this activity is feeding also D.5.2.4.	PP7 CEI ES	04 / 2021

5 ETP Methodology

5.1 How to approach the target group

The participants to the ETP call will be selected through an open call (D 4.4.1) to be published on the website of each partner and of the project on February 3rd, 2020.

The call will remain open for 30 days until March 3rd, 2020.

The Joint Secretariat of the INTERREG VA Italy – Croatia 2014 – 2020 Programme will be informed of the publication of the call and will be asked to contribute to the dissemination of this information through the programme website and its social media.

Direct information of potentially interested relevant applicants is encouraged, with special regard to those institutions and organizations that were already the beneficiaries of previous and on-going similar actions in the field of transport sustainability, thus feeding synergy in the capitalization of the results of the projects funded by the EU programmes.

5.2 Application phase and selection criteria

Interested organizations will apply to the ICARUS ETP by filling in their Application Form online, using the URL provided in the open call (D 4.4.1). In case of problems, the CEI team can be contacted at the email address euprojects@cei.int.

The selection of the ETP participants will be based on the following justifications of their interest to join ICARUS:

- Institutional competence of the candidates in transport policy related topics;
- Geographical scope covering coastal areas;
- Initiatives for “intermodal mobility / mobility as a service” already developed or under preparation;
- Needs, problems and expectations in the field of sustainability of transport policy;
- Relevance of the participating staff (up to 3 people by participant);
- Commitment in the elaboration of a light action plan for the enhancement of intermodal mobility in their realm.

5.3 Institutional relevance and geographical scope

At least five organizations empowered of decision making in the field of planning and/or implementing sustainable mobility plans are going to be selected. These can be from the areas outlined in Figure 1 and Figure 2. The ETP will welcome organisations from the programme area of INTERREG VA Italy – Croatia or from the programme area of ADRION Programme matching the Adriatic – Ionian region (covered by the European Strategy for the Adriatic-Ionian Region). Other organizations which have the same prerequisites but do not belong to the areas may be considered if their participation does not impact the participation of organization's from the priority areas.

The ranking of the expressions of interest received by the Call will prioritize the participation of local elected administrations (i.e. Municipalities); second level would be NUTS 3 level institutions and their technical agencies or research units, when entitled of the mobility policy; also representatives of CSOs where entangled with a given territory and focused on sustainable mobility issues will be ranked at third level.

Therefore the candidates will be eligible under the following three categories:

1. Municipalities
2. NUTS 3 Institutions & Agencies/Research Units
3. Civil Society Organizations

In case the candidate is an agency/research unit without an elective institution in the shareholders party, it must prove its influence with one of the institutions categorized at point 1 and 2 above by providing a Letter of Support (LoS) signed by the relevant Institution.

The past or on-going experience of the candidate in the planning and/or implementation of sustainable mobility measures will be ranked.

The experience in developing Sustainable Urban Mobility Plans (SUMP) will be an asset.

5.4 Commitment in future elaboration of ICARUS action plan

The objective of the ETP is to contribute to the achievement of the expected results of ICARUS and ultimately to give the tools for non-partner organization to draft D.4.4.4 action plans for ICARUS. The ETP is an opportunity of participants to improve their capacity building thanks to experienced and knowledgeable partners, free of charge. Keeping in mind these purposes, each

applicant is required to commit to regularly participate in the ETP's activities, explaining and describing its problems and expectations from the participation to the ETP and the way its commitment in drafting an action plan on delivery of MaaS will be performed by April 2021.

In order to know better the state of the art of each applicant to ICARUS ETP, candidates are asked to describe their state of the art in terms of sustainable mobility problems and policy challenges in their realms. Outputs of this activity will be collected by the PP7 CEI and published for circulation within the partnership of ICARUS and all ETP participants to facilitate common understanding and networking among the ETP participants and the whole partnership.

5.5 Selection process

Application documents received within the deadline will pass through a first formal check performed by the ICARUS PP7 CEI team, aimed at verifying that the application form is complete in all its parts and that applicants are eligible.

A selection committee composed of representatives of the Lead Partner (ITL), WP3 - A3.3 and WP4 responsible partners (PP3 VIU and PP5 KIP respectively) and WP4 – A4.4 leader (PP7 CEI) will then perform the quality check of the application forms, in line with the criteria expressed above.

A ranking list will be prepared by each partner, shared and discussed in writing (email exchange), then a final decision will be taken during a dedicated virtual meeting within two weeks after deadline.

Depending on the number of applications received, it will also be examined in which way the non-selected applicants could be associated to the project, going beyond merely keeping them informed via the standard project dissemination activities targeted to the audience of stakeholders.

Once the participants to ICARUS ETP have been selected, their specific interest for sustainable mobility and MaaS deployment within their realms will be mapped and matched with the ICARUS Pilot Actions and their implementing PPs. Based on this, the CEI will elaborate a report mapping the needs, problems and expectations of the ETP participants in view of promoting networking and twinning opportunities. Such report will take into consideration the interests shown by non-selected applicants as well.

6 ETP Training

6.1 What kind of training can ICARUS offer?

The ETP time plan will be detailed in March 2020 according with the time-plan of A.3.3 that is meant to provide a training path for public authorities (D.3.3.1) and training materials for five webinars (D.3.3.2) in view of establishing the output O.3.3 ICARUS E-learning platform under the lead of PP3 VIU (Venetian International University).

The aim of ICARUS training is to deliver updated information and brokerage ability on trends, tools, innovations for the MaaS market providing knowledge and capacity suitable for the adoption of innovative plans of action in the field of intermodal sustainable mobility.

In this view the subjects of the webinars will be focused on understanding innovation and mobility; ICT opportunities for public transport policy; case studies and practice of multimodal solutions for the sustainable mobility of passengers and of freight; transferability of best practices between public administrations (national and transnational). A glossary of the wider framework of SUMP approach and MaaS multifaceted implications will be delivered and illustrated.

Moreover, the training programme will be fed by the achievements and learned lessons of the pilot actions of ICARUS which are addressed to generate new solutions for setting or improving intermodal connections between the coast and its hinterland in the Adriatic region and between Italy and Croatia in particular.

The topics of the pilot actions of ICARUS refer to subjects like:

- intermodal bike/rail and bike/bus solutions to link existing cycle paths, also in a cross-border dimension;
- improving integrated ticketing and booking system in train/bike category;
- web/mobile application for the promotion of intermodal passenger transport;
- digital solutions for planning seamless intermodal travelling towards the Adriatic coast;
- setting up integrated facilities and tools fostering bike-bus-train-ferry intermodality in touristic itineraries across the coastal areas and hinterland;
- open data ICT platform supporting users in performing seamless intermodal trips along relevant touristic itineraries;
- info-mobility & integrated ticketing, real time check-in and tracking for passengers;
- development of new regulatory frameworks for electric transport modes.

6.2 Webinars dedicated to the ETP participants

The Enlarged Transfer Programme will be implemented between March 2020 and April 2021 and will deliver through the organisation of at least three training sessions (expected: two by webinar and one as a workshop in presence). Participation to additional webinars of ICARUS will be allowed upon demand.

6.3 Final conference & ICARUS award ceremony

Following the completion of the ETP webinars each participant is committed to drafting a light action plan as the basis for future elaboration of its own initiatives for delivering MaaS. The action plans developed in the previous months by the ETP participants in cooperation with the relevant partners of ICARUS will be presented and discussed at the last workshop of the training path.

ETP members will also be invited to final conference to be held in April 2021 in Trieste, where a symbolic, non-monetary prize for the best action plan in MaaS planning will be awarded (D.2.3.3).

6.4 Other opportunities for ETP participants

ETP participants will be invited to join additional events organised by ICARUS project.

ETP participants will be able to benefit from the experience of the pilot actions of ICARUS and from the support of technical experts. Special attention will be paid to matching the ETP attending bodies with ICARUS partners and stakeholders performing relevant transferable experiences.

To do this, the partnership of ICARUS will explore all possible ways to benefit the ETP participants with additional targeted initiatives (e.g. webinars – workshops – study visits – training on the job – short PPs crossing).