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OptiTrans
Interreg Europe

OPTITRANS
ABRUZZO REGION PEER REVIEW
19-21 FEBRUARY 2019

REPORT

Version 1
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Peer reviews

Each region/country will be peer reviewed by a small group of other regions/countries

- *Who: 4-5 persons representing different partner territories (OptiTrans project managers and external stakeholders)*
- *Preparatory half-day training in Berlin (4th September 2018)*
- *Before the visit:*
    - *team members get to know each other and exchange via Skype or similar*
    - *baseline study provided by reviewed partner as starting point*
- *During the visit…*
    - *arrival day dinner with local project manager and selected stakeholders*
    - *interviews and small workshops with local stakeholders (minimum: researcher, business representative, public authority representative) and those responsible for the implementation (management) of the selected policy*
    - *review team may split up to cover more*
    - *final day: public presentation and discussion of peer review findings*
- *After the visit:*
    - *team review members elaborate a joint report summarising the review*
    - *production of recommendations for the reviewed territory/partner*

- *side effects include better knowledge about another partner territory's good practices and challenges – and possibilities to transfer successful approaches*

Following the peer review visit, a comprehensive written report should summarize the review's implementation, describe the learning effects of the participants and give recommendations to the policy actors of the visited and reviewed territory. The report is elaborated under the responsibility of the peer review team leader, usually a member of the OptiTrans project team, with all other peer review team members as well as the project manager of the local partner in the reviewed territory contributing. Those having participated in peer review visits will brief the local project manager and their own Stakeholder Support Group about their findings abroad to share their learning. The report is drafted in English language and ***must be available at the latest four weeks following the peer review****. Its* ***length should be around 10 pages (content, without index, open page, etc.) and photos and presentations used during the visit should be added as an appendix****.*

A Peer review overview

A.1 Peer review team

Brief presentation of the peer review team members:

	**Klaus Bongartz, Erfurt (Germany)** OptiTrans technical project responsible. Project Partner Born in 1967. Dr. rer.nat. 1990--1996 Study of Geography at the Rheinischen-Friedrich- Wilhelms-Universität Bonn. 2001 PhD in Geoinformatics at the Friedrich-Schiller University Jena. Since 2009 Referent at the Thuringian Ministry of Infrastructure and Agriculture, Service Agency Demographic Change and EU-Projects. Lead Partner of Interreg B Projects EURUFU, ADAPT2DC and SubNodes and of the Interreg Europe Project OptiTrans. Fluency in English language; experience in Geoinformatics, demographic change and public transport activities.
	**Ivan Plazina, City of Zadar (Croatia)** Senior Associate for the preparation and implementation of EU Projects in the City of Zadar, in the EU funds department. By profession, an environmental engineer, working on projects related to the environment, traffic management and waste management. Used to work in the environmental department and edited databases related to wild waste landfills, organized and supervised the disposal of waste of wild landfills.
	**Janus Tamm, Tartu (Estonia)**. Project manager at Tartu City Government (Estonia). Educational background in economics from Tallinn University of Technology. More than 15 years' experience in road transportation and more than 10 years' experience in project management (project preparation, -implementation, reporting, monitoring and evaluation. Domestic and international cooperation projects. Main fields of expertise: transport, traffic, public lighting, sustainable development.
	**Sotiris Serdenis, Region of Thessaly (Greece)**. Member of SMR Consultants' (external expert of the Region of Thessaly) project team. Educational background Economist/ MSc Management Information Systems. Experience as consultant on management and coordination of projects (EU co-funded and national) for various local, regional and national public authorities.

A.2 Peer review implementation

Annexed to this document information about the Official Agenda and the "Feedback Form for Peers" will provide clear information and evaluation of the activities carried out during the peer review visit.

B Characteristics of Public Transport Policies for Green Mobility in rural areas

Abruzzo is a small region of Central/Southern Italy. It occupies an area of 10,862 km² and has a population of 1.332.689 inhabitants, being one of the least populated Italian administrative Regions. L'Aquila is the capital of the and second largest city (pop. about 73,000) of Abruzzo Region, and its province is wholly in the internal mountainous area. Teramo, Pescara, and Chieti cover respectively the northern, central and southern parts of the Adriatic section of the region. Pescara is in central position on the Adriatic coast and is the largest city of Abruzzo, with about 120.000 inhabitants.

The endowment of transport infrastructures in Abruzzo is quite satisfactory, even if compared with the one of Italian regions with similar characteristics. Regarding mobility demand issues:

- There is high demand for urban mobility, particularly in medium and large cities. The urban level concentrates 60% of the total regional commuting, mainly (84%) in municipalities over 20 thousand inhabitants.
- There is a strong demand for interregional mobility to Latium, due to daily flows of students and workers towards Rome.
- In the internal area of the Region, there are long and short distance flows toward the main poles; and, in the northern to Teramo.
- In the whole coastline, there is a strong interaction between all centres, where there is a cluster system of poles and industrial and tertiary activities.
- A very strong and complex interaction sistem of short daily mobility flows in the central "regional metropolitan area" Chieti-Pescara, where about half a million people live.
- Pescara Municipality is particularly sensitive to environmental transport service, with bike routes and a central area of the city devoted to trolley bus, but this is only in the core of the area, where the problem is more relevant.
- Main barrier for the development of PT in sparsely settled areas of the Abruzzo Region, is a combination of low population density, scattered network of villages and still strong habits of the population to be car users (e.g. parents take pupils to school at very low distances).
- The approach of the region is to introduce a network of minimum standards of accessibility.

C Good practices

Unfortunately, during the peer review the different good practices already identified in the first phase of the OptiTrans project were not discussed. All good practices are endeavoured to improve the efficiency of public transport activity, to improve the quality of services and travel relations, and to prepare future investments in public metropolitan transport system.

D Policy context

Abruzzo Region, in the last five years, has made policy decisions and oriented investment choices in such direction: less polluting energy sources, CO2 reduction, protection of biodiversity, protection of landscape and, as we mentioned above, promoting the drafting of Urban Plans for Sustainable Mobility. Railway and maritime modalities are set as priorities for traffic on a national and international scale.

At regional and local level, large investments are supported in the urban area of sustainable mobility, with a promotion of intermodality, of the development of systems of control and information, cycle-pedestrian mobility and sharing mobility through the following actions:

- updating of the corridors of the trans-European transport network (Ten-T networks) with reference to the inclusion of missing links and the removal of bottlenecks, in particular, to the extension of the high-speed rail network to the Ancona-Pescara-Termoli-Bari section, to strengthening of freight transport with the extension of the Baltic-Adriatic corridor in the Ravenna-Ancona-Pescara-Termoli-Bari-Brindisi section of the terrestrial route;
- strengthening of railway infrastructure in urban and metropolitan areas of connection to national and European railway axes;
- development of the maritime and port dimension relating to the motorways of the sea and the cruises;
- combined transport of road-sea-road goods in an east-west direction through the system port of Abruzzo as a gateway to functional access to the Balkans;
- re-modulation of the Local Public Transport transportation programs in pursuit of efficiency and sustainability goals also through the purchase of methane and electric vehicles and the use of innovative technologies.

Both at administrative and political level, Abruzzo Region adopted the following relevant acts:

- Integrated Regional Transport Plan;
- Abruzzo Masterplan Alliance for the South;

- Dossier on regional intermodality approved with Regional Executive Act (Deliberazione di Giunta Regionale) no. 831/2017.

The OptiTrans project addresses one specific policy instrument in each participating territory, being in Abruzzo region Sustainable Urban Mobility Plan. Thus, the peer review team learnt the following things about it.

The Urban Sustainable Mobility Plan (SUMP in Italian PUMS) is a strategic planning tool established by art. 22 of the law no. 340 of 24 November 2000, which, in a medium-long time period (10 years), develops a vision of urban mobility system, proposing the achievement of environmental, social and economic sustainability objectives through the definition of actions oriented towards improve the effectiveness and efficiency of the mobility system and its integration with urban and territorial development and developments.

This new approach to strategic planning of urban mobility takes as a reference basis the "Guidelines. Developing and Implementing a Sustainable Urban Mobility Plan", approved in 2014 by the European Commission's Directorate-General for Mobility and Transport (Eltis, Bruxelles January 2014) and it is in line with what is expressed in the Annex "Connecting Italy: infrastructure needs and projects" to the 2017 Economic and Financial Document. The decree of 4 August 2017 of the Ministry of Infrastructure and Transport - MIT, published in the Official Journal n. 233 of 5 October 2017, contains the guidelines for the preparation of SUMP throughout the national territory, according to the provisions of art. 3, paragraph 7, of Legislative Decree no. 257 of 16 December 2016; the application of such guidelines is an unquestionable prerequisite for access to state financing of infrastructures for mass rapid transport.

As far as the main Abruzzo cities are concerned, all main cities have adopted SUMPs:

- ✓ Pescara – adopted 2017
- ✓ L'Aquila – adopted 2018
- ✓ Teramo - in adoption 2018/19
- ✓ Chieti – in adoption 2018/19

More in detail, PESCARA was the first Abruzzo City to adopt its own SUMP by Municipal Council Resolution no. 358 of 01/06/2017. The strategic guidelines for the urban reorganization of the City contained in the SUMP aim at increasing the efficiency and cost-effectiveness of the transport of people and goods, in order to guarantee adequate accessibility to jobs and urban services, while reducing the causes of air pollution and increasing the safety level of the urban context. The SUMP of the City of Pescara provides for the creation of an electric trolleybus system on its own, the integration between private motorized mobility and public transport, the establishment of large areas with conditioned traffic (pedestrian areas, zones 30, restricted traffic areas, in Italian ZTL: Zone a Traffico Limitato), the development of a cycle lane and network, the creation of a certification and exchange parking system and, finally, the development of urban micro-logistics. The achievement of a progressive reduction of the share of motorized private traffic over the total is ensured by a more efficient and hybrid/electric public transportation system (trolley lines). Along these lines is the provision of integrating public transport and cycling through systems that favor the transport of bicycles in the urban buses, as well as the complete transposition and implementation of the provisions of Regional Law no. 8/2013 ("Interventions to promote

the development of cycling mobility"). Another direction of the SUMP is creating systems to promote an efficient city logistic through alternative systems to the traditional vans that carry out door-to-door deliveries. Solutions like "cycling", i.e. bike messenger and pedal-assisted cargo-bike are encouraged. A series of 6 strategic indicators are set for measuring the impact of the implementation of the measures envisaged by the SUMP: 1. trips made by bike, 2. average commercial speed of public transport, 3. overall extension of cycle paths, 4. days in the year of exceeding the fine dust limit, 5. overall extension of limited traffic areas, 6. number of urban road accidents.

L'AQUILA, the regional Capital, has approved its SUMP by City Council Resolution no. 327 of16/07/2018. Mobility transport planning plays a central role in the urban strategy of the City and therefore the document considers all peculiarities typical of the City, also deriving from the 2009 earthquake, whose consequences caused a severe distortion of urban mobility imposing to redesign the entire infrastructural and organizational structure of the city transport system. The new settlement structure, distinctly multipolar, is the result of the realization of a huge and varied real estate system called Progetto C.A.S.E. and M.A.P., located throughout the municipal territory.

All services, public offices, schools and universities as well as commercial and recreational activities were also affected by the earthquake and local public transport services had to readapt consequently.

In Teramo and Chieti adoptions are ongoing at the time of the present Report.

TERAMO as a City has to address both its specific needs of a strong student population and also, as already mentioned, a rather intense Local Labour System activities, but also it needs to focus on functional redevelopment of the Roman Theatre and enhancement of its archaeological area.

In planning terms, such priorities are tackled in models, approaches, and methods that include introducing soft measures for the promotion of bicycle use, and to implement the urban cycle network (so called Bi-ciplan). The SUMP final approval process is ongoing and the Municipality of Teramo is also adopting a series of concrete measures for sustainability: installation of a network of sensors for monitoring air quality and purchase of new low-emission buses; creation of "smart" stops in order to improve public transport services, and promotion of alternative mobility solutions, by new cycle lanes, paths and stations with e-charging points for bicycles and electric cars. These activities are all addressed in the SUMP that is under development also within the participatory process foreseen by law.

In recent years, the Municipal Administration of CHIETI has implemented numerous projects with specific objectives, mainly using community and regional financial channels, for example by purchasing, since 2011, new trolleybuses serving the largest and most "green" public transport line in Abruzzo. In order to pursue the gradual elimination of all oil-fired boilers serving the city's schools, a programme has been launched for transforming them into methane. The SUMP is along the lines of the Sustainable Urban Development Programme, which granted a loan (Regional Implementation Plan of European Regional Development Funds 2014-2020) for the purchase of 14 Euro 6 buses, the installation on the entire city of assisted bike stations with electric motors, vehicle charging stations, together with other eco-sustainable projects. All measures are coordinated by the Urban Strategic Plan and the SUMP, characterized by eco-environmental sustainability, future-proof.

E Interviews field trip

The first day took place in the Council of the Abruzzo Region. Dr Tobia Monaco, Director of Transportation Department - Abruzzo Region welcomed the participants and introduced the agenda to the peer reviewers. The peer review started with the presentation of the project of Università degli Studi dell'Aquila about the "5G technologies for urban and peri-urban mobility, infomobility, application areas and the case study / Project of the City of L'Aquila". Afterwards, representatives from the Department of Innovation of Abruzzo Region presented the initiative "Carta di Pescara: a new instrument to promote sustainable industry in Abruzzo".
During the second session of the first day representatives from the Abruzzo Region and the City of Pescara presented the PESOS (PEscara SOStenible – Sustainable mobility fund for Pescara) project and discussion with the participants followed about the possible extensions and connections with other project or mobility initiatives.

On the second day, the participants started the morning with a guided visit in the Torre di Cerrano, a protected marine area and botanical garden, which is a virtuous example of an integrated bicycle route within a touristic and environmental context.
During the afternoon session, the peer review team met at the Council of the Abruzzo Region in order to draft the peer review report.
During the third day of the peer review, Abruzzo Region presented the TWIST (Transport With to Social Target) implemented under the Interreg III B – CADSES Programme which highlighted the on demand transport and / or weak demand in the Region. In addition, other demand-oriented transport and mobility initiatives were discussed with the local municipalities that participated the particular session.
Finally, Municipality of Pescara presented the initiative CICLOPOLITANA PESCARA which aims to promote the use of bicycle in the city of Pescara.

F Recommendations

At the end of the peer review, and considering the policy context, the main actors' ability and will to promote policy changes, and the knowledge about good practices and the knowledge about the real world situation in Abruzzo region, team review members are impressed about the general situation of the region especially concerning the future actions already planned. Nevertheless, some improvements are identified, and the following recommendations are given:

- to become clear about the commuter situation in the Metropolitan area it would be important to make a survey about the commuters – which transport modes do the use and how can their habit be changed - and their real transport needs
- to make public transport more attractive and effective more restrictions for motorized individual transport have to be introduced e.g. higher Parking fees, less parking space in the city center, bus lanes, traffic light with priority to public transport
- the vision to establish bicycle traffic as one means of the public transport chain is very good, topography and distances within city centre and the surrounding municipalities qualify Pescara for this, also the aim to establish all in all 537 km of cycle lanes also for touristic use in Abruzzo region seem to be very promising

- at national, regional level the existing railway network should be enhanced concerning quality and speed a huge amount of regional traffic could be avoided using the train system (connection to airports of Rome, Pescara and Ancona)

G General remarks

Finally, the peer review team members also have collected remarks about the general situation and their impressions:

- The demand for mobility is recorded at regional level. Therefore it is necessary to meet the needs expressed by four types of users: the elderly, for “health” and “social” journeys; the students, involved in the unification of the school complexes; the “workers” employed in the productive areas of the valley, allowing them to reach the companies located in the employment areas; residents and tourists travelling to and from the territory and for “soft” mobility.
- There are transport and sustainable mobility initiatives that are being implemented under national and regional policy instruments, however a closer cooperation for co-planning is essential among the local and regional authorities.
- All in all, we got the impression that the willingness of administration and providers is there, but the habit of individual driving at the moment is stronger as the willingness to change the transportation mode.

H List of bibliography

- Abruzzo Region Baseline Study
- OptiTrans database of Good Practices
- Presentations given within the peer review by local stakeholders

I Annex section

- Agenda of peer review visit
- Peer Review Presentation
- Lists of participants
- Photos taken during the peer review

- ANNEX 1 - Feedback of Peers_OptiTrans
- ANNEX 2 - Checklist_OptiTrans