# *Report on Study Visit no 6 Tuscany (Italy)*

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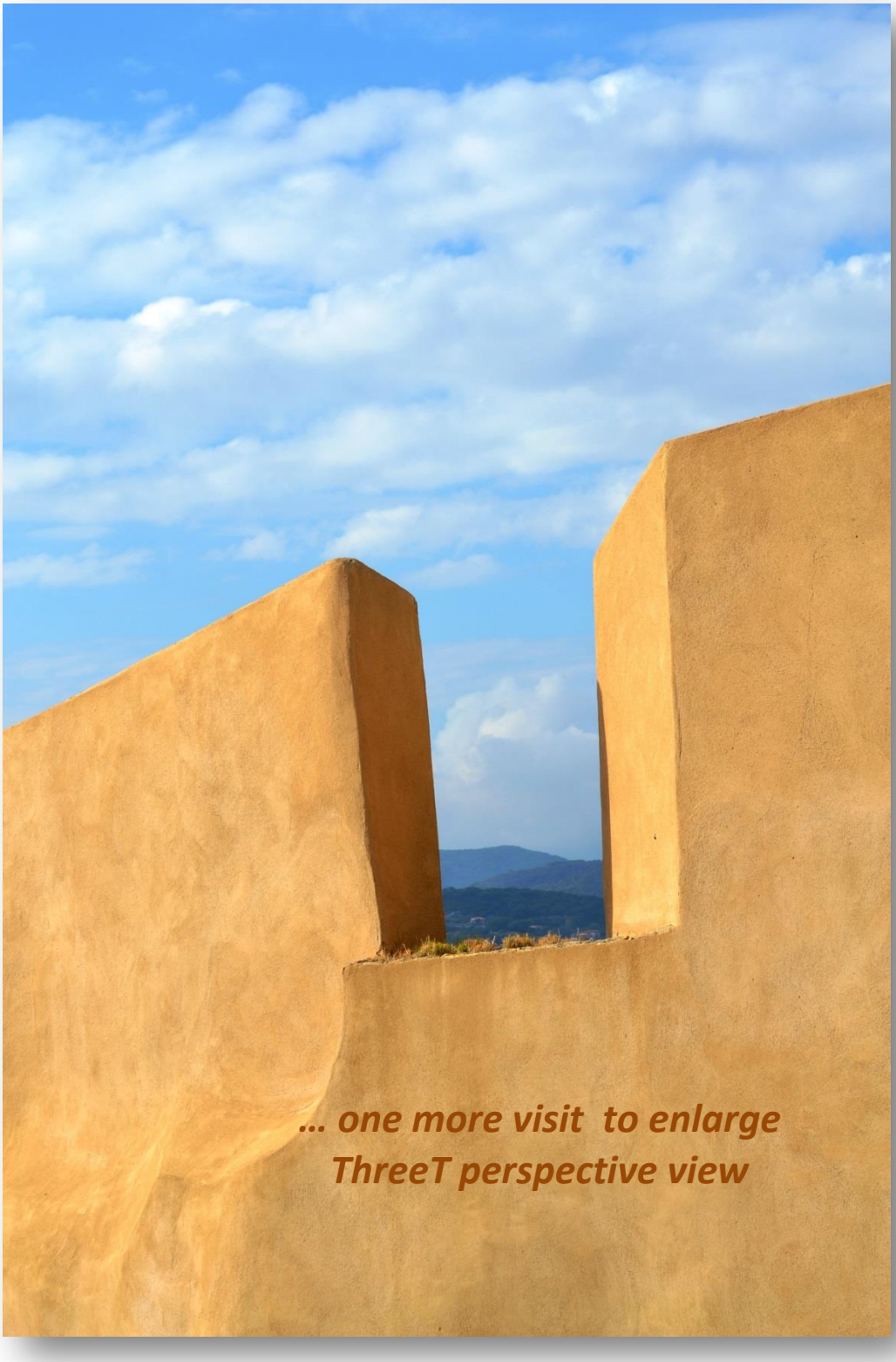
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# 1. Overview of the Study Visit

## 1.1 General introduction

8 Good Practices (GP) were presented by the Lead Partner and Partner PP2 (Tuscany Region) during the Workshop n. 2 in Brasov (Romania) on 20th March 2019. It was resolved since, to present 5 of those GPs during Study Visit no 6 (SV6) in Tuscany.
Lead Partner, together with PP2, arranged for SV6 to take place in the territorial area of Livorno province in the days 28th to 30th October 2019 (3 whole days). At the start of Day 1, LP presented the results of the Territorial Context Analysis (see Presentation 4C-3T-66) and a short introduction of the Agenda and the visit contents (see Presentation 4C-3T-65).
During the first two and half days of the study visit, all 5 Good Practices were introduced and feedbacks and recommendations were collected. In the afternoon of Day 3 a final workshop was carried out to provide clarifications and comments regarding the GPs visited in SV6 and to put together a summary of the results. In the late afternoon of Day 3 a partner meeting was held concerning the forthcoming Action Plan template and to get prepared for the Tutoring Sessions (for more detailed clarification: See Appendix, A1 Agenda of SV6). In the several days up to 43 participants were present, representing eight project partners and stakeholders and including 5 LP representatives, provincial stakeholders and Tuscan GP owners (for the participants' list: See Appendix, A2)

*Presentation of Livorno province Territorial context to SV6 participants - Hotel Palazzo conference room, 28th October 2019*

## 1.2 Study Visit no. 6 in the Media

**QUI LIVORNO**
https://www.quilivorno.it/news/porto-economia/interreg-europe-i-partner-del-progetto-in-visita-studio/

**MOBY DIXIT**
https://www.mobydixit.it/wp-content/uploads/2019/10/MobyDixit-2019-Irene-Nicotra.pdf

**UPI (Union of Italian Provinces)**
https://www.provinceditalia.it/il-progetto-threet-in-visita-di-studio-alla-provincia-di-livorno/

**News on Three T platform:**
https://www.interregeurope.eu/threet/news/

**FB ThreeT:**
https://www.facebook.com/ThreetProjectIE/

### 1.3 GP 1 (P.E.R.L.A. project - Component 1) - Beach accessibility, safety and usability improved

After the transfer of the participants from Livorno to Marina di Bibbona (by bus) and to the beach by an electric train, the Mayor welcomed the visitors. Prof. Pranzini, of Florence University, presented this first GP, already briefly introduced by the Lead Partner in the initial workshop on 28 October (see presentation 4C-3T-65 in Appendix A4). Attention was given to the safety conditions and required alert for beach users taking into consideration the morphological conditions, rip currents and other possible cause of danger. The inventory of beaches carried out by the technical schools in the province was also described. The ISO-standard signboard were presented with few examples available in the site surroundings.
In the afternoon, at Marina di Castagneto (Tombolo Talasso resort) Sistemi Territoriali s.r.l., LP technical service provider, illustrated the structure and results of the beach inventory survey and how resulting data and other information had been processed and made available in a dedicated website supported by GIS technology (see Presentation n. 4C-3T-68).

### 1.4 GP 2 P.E.R.L.A. project - Component 2 - Public transport service usability improved (MICROLOTTO)

At the end of the same morning the participants reached by bus S. Guido parking, to continue afterwards to Bolgheri where they attended a presentation of wine and olive oil local products, being Bolgheri a site of excellence renowned internationally.
In the afternoon the group reached Tombolo Talasso Resort where they followed, after the presentation on beach safety and information on accessibility referred to above, a second presentation on "Un mare di Agrumi" Good Practice and its components (see Presentation 4C-3T-67). The session was concluded by a mini-workshop with a Talasso resort doctor presenting the thalassotherapy health path and a practical experience of it was provided in the thermal area of the resort.

### 1.5 GP 3 Parks and museums without barriers - VAL DI CORNIA PARK SYSTEM

In the morning of Day 2 the participants reached the area Parchi di Val di Cornia to follow an intensive programme occupying the full day.
In the conference room of Villa Lanzi, Silvia Guideri (representing the managing organisation of the Park system) gave a detailed presentation of the Val di Cornia Parks and Museums system, its management body and the governance system set in place since twenty years now (see her Presentation n. 4C-3T-70). The various tools developed in the period, including the ArcheoCard and the ArcheoPass, as well as social report and certifications were also described. A summary of the various interventions carried out with the support of various funding opportunities were also illustrated, ensuring renovation works as well as accessible paths and structures within the Park system areas.
The indoor session was followed by the visit to Lanzi-Temperino gallery (by train) and the Temperino mining site (on foot) which lasted until the end of the morning.
The group moved to Baratti for the afternoon guided visit to the Baratti. Populonia area, visiting the Necropolis and Acropolis. The field visit was concluded by an historical celebration (toast) at the site of the Etruscan hut (Via dell'Acropoli). A set of documents and maps relating to the various features of the Park system was distributed to each partner. Before boarding the ship to Elba Island, the participants were given a guided tour of Piombino Archaeological Museum where, among other artefacts including the splendid silver amphora of Port Baratti, a special trail arranged for blind visitors was illustrated.

### 1.6 GP 4 ® UN MARE DI AGRUMI - A brand of thematic tourist packages linked to enogastronomy and its valorisation

The field reconnaissance of the various components of the "Un mare di agrumi" brand, linking together tourist attractions of natural and cultural value with locally produced food of typical value, occupied most of Day 3 in Elba island and concerned a number of components, namely: a guided visit of the Medicean fortresses in Portoferraio, including the town historical trail, the theatre "Teatro dei Vigilanti" promoted by Giuseppina Bonaparte and the multi-point museum / visit of Portoferraio info-point, headquarter of the CAT of Elba island. An indoor session was held in the conference room therein, where the Tuscan Archipelago National Park (Presentation n. 4C.3T.71)a s well as GP 5 were illustrated. In the afternoon, a guided visit was paid to Punta Calamita and the mining site nearby.

Parco Nazionale Arcipelago Toscano
Environmental Education & Services
On Elba Island Visitor Centres are in Marciana, Lacona, Rio and Portoferraio and on Pianosa island too. There you will find all you need to know about the Protected Area: general information, insights, gadgets, activities to book.
At CEA (Environmental Education Centres) you can take part in guided visits and educational workshops.
CEA Pianosa
CEA Marciana
Forte Inglese Portoferraio
Info Park Portoferraio
CEA Rio nell'Elba
Isola di Pianosa
Isola d'Elba
CEA Lacona
info park
ISOLE di TOSCANA
RISERVA DELLA BIOSFERA
UNESCO
United Nations Educational, Scientific and Cultural Organization
MAB
Man and the Biosphere Programme
EUROPARC
Turismo Sostenibile nelle Aree Protette

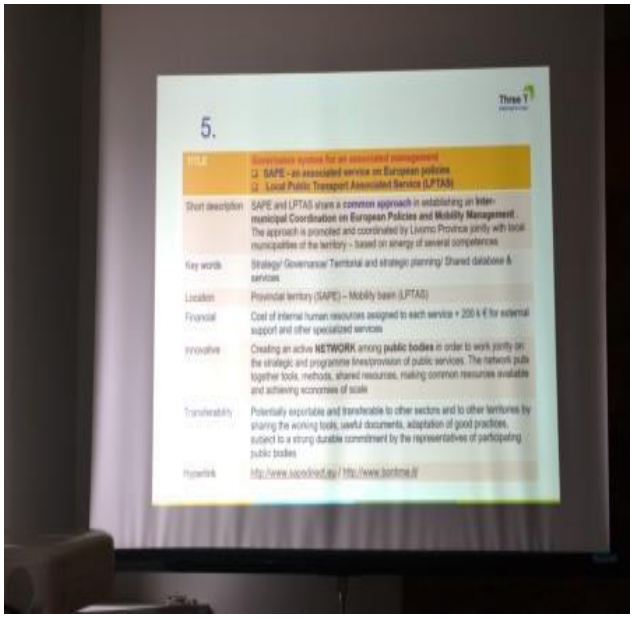
### 1.7 GP 5 A governance system for associated management- SAPE and LOCAL TRANSPORT SYSTEM

In the morning of Day 3 in Portoferraio Info-point, the LP partner coordinator gave a presentation of GP5 (Presentation n. 4C-3T-69). The governance system for an associated management relate to two specific experience of LP:

- SAPE - an associated service on European policies
- Local Public Transport Associated Service (LPTAS)

SAPE and LPTAS share a common approach in establishing an Inter- municipal Coordination on European Policies and Mobility Management . The approach is promoted and coordinated by Livorno Province jointly with local municipalities of the territory – based on synergy of several competences.
The innovative aspect of the experience is that of creating an active network among public bodies in order to work jointly on the strategic and programme lines/provision of public services. The network puts, thus, together tools, methods, shared resources, making common resources available and achieving economies of scale. As for transferability aspect, the GP is potentially exportable and transferable to other sectors and to other territories by sharing the working tools, useful documents, adaptation of good practices, provided that a strong durable commitment by the representatives of participating public bodies is ensured.

SAPE
Servizio Associato
Politiche Europee



# 2. Workshop session in Day 3

## 2.1 Group activities

Over the course of two and half days, 5 Good Practices (GPs) on sustainable mobility and tourism, natural and cultural heritage and on governance were introduced. Participants were asked to rate each GP separately using the usual feed-back form already adopted for the previous SVs. This evaluation document also demanded the participant to indicate those GPs who could be of interest with regard to the the topic of each of the planned 4 Tutoring Sessions to be held early next year and those GPs being recommended for publication on the Interreg Europe website (Policy Learning Platform).

According to the indications given in the feedback forms, a balanced interest was shared for all GPs, with the Val di Cornia Park and Museum System and "Un mare di agrumi" being earmarked of highest interest.

In the afternoon of Day 3 a workshop was organized by the two partners ( LP and PP2), together with Study Visit participants and local stakeholders and GP-owners.

**The GP-working groups in Day 3**

**Study Visit Tuscany 30.10.2019 – Workshop: Clarifications and comments regarding the GPs visited.**

Participants were divided in four groups. Each group reviewed one GP, having four aspects: Highlights, Learning, Improvement and Transferability.

Results of Workshop are indicated hereunder, as given by the group rapporteurs:

**GP1 PERLA Component 1 – GROUP 1 (Rapporteur: Adrian Iatan)**

| | |
|---|---|
| **Highlights:**<br>• The signs have a "universality" to them, so you do not need to translate them. Also, besides being easily recognized, they can be easily transferred also to other types of environment. The GIS application was very good and informative | **Learning:**<br>• The informative aspect is crucial. Besides doing the actual work, you need to inform the public and to provide this information in a accessible and understandable manner. You can prepare informative videos and games to attract children |
| **Improvement:**<br>• New layers could be added to the application like the evolution of the coastal line, traffic jams and parking availability. The child in the back seat with a mobile phone can act as a second driver so the information needs to be provided appropriately<br>• The information about the rip current and the collapsing of the sand could be turned into a small videogame where you can show tricks how to get to the shore safely. Also, in the game you should recognize the signs and flags. The game can be developed a lot with various scenarios<br>• You can add devices that issue a pop up message to phones that come into the range of the device. So next to the sign you can have an emitter to push messages to mobile devices also, a historic dangers layer could be added to the game or to the app. The app could include a feedback form or some method to make sure that the information is correctly transmitted and understood | **Transferability:**<br>• The signaling has a universality aspect that is crucial for the transferability. This, in a variety of environments with various information that need to be signaled.<br>• The ISO standards can be used extensively in order to make sure that the information is transmitted correctly and properly understood |

**GP 2 PERLA Component 2 – GROUP 2 (Rapporteur: Massimiliano Petri):**

| | |
|---|---|
| **Highlights:**<br>• Accessibility and intermodal transport<br>• Reduce the car dependency, improve the accessibility of people that cannot/don't want to drive<br>• Reuse of an industry in disuse and intermodality<br>• Decongestion of touristic areas<br>• Use of intermodal transport<br>• Combine public traffic with traffic for tourist<br>• Provides sustainable alternative to lack of public transport<br>• Links all the key points from where people stay or park cars to main recreational areas<br>• Avoids large car parks and congestion near the beaches<br>• Provides safe journey for clubbers | **Learning:**<br>• Inter-modality<br>• Leave the cars in the car parking; intermodality<br>• Reduce the congestion in areas near the beach, connect different areas<br>• Take advantage of the resources of a mining area that is no longer used for tourist purposes.<br>• How to improve link between transport and economy<br>• How to decrease congestion in beach areas<br>• Governance aspect for intervening in areas that are not well-served by public transport<br>• The use of train for transport and not leisure<br>• The municipalities pay for the services as well as the province and the passengers<br>• It is a good way to get the cars out of cities<br>• We learnt that very seasonal areas can be also connected with public or more sustainable transport systems |
| **Improvement:**<br>• The parking for the train and the frequency and time<br>• Eliminate parking along the route<br>• Improve access for people with disabilities<br>• Improve capacity<br>• The speed of the train and the capacity can constitute limitations<br>• With 40 places it probably lacks enough capacity to serve all the community in an efficient enough manner<br>• Use also in winter for disco or for inland villages<br>• Continue the disco-bus also in winter | **Transferability:**<br>• Probably, the intermodal transport<br>• The use of a means of transport at zero emissions, such as the electric train<br>• The idea is easily transferable and is a good idea for a park and ride type of service<br>• Can be total transferable to other areas. In our area there are many mountains and that could be a limitation for a slow/electric train<br>• For me there is a problem of safety if touristic trains go to high speed roads<br>• The share of the cost between the municipalities, the land/province and the user could be a problem. Somebody has to finance the service in advance |

**GP 3 VAL DI CORNIA – GROUP 3 (Rapporteur: Silvia Guideri )**

| **Highlights:** | **Learning:** |
|---|---|
| • Amazing interpretation by our guide and via the park information infrastructure!<br>• Excellent accessibility, interesting sites, good communication - transport, good varied facilities for visitors<br>• Good management of the park. No visual pollution. No litter, etc.<br>• The idea of Cultural Accessibility. The idea of management coordination: From conservation to Development. Quite well functioning economic ecosystem<br>• Cooperation among public and private organizations. Self-sustainable financial background. Human component<br>• Whole package, landscape, mine, train, re-use of building, organization<br>• Underground mine<br>• Loyalty system, card as an instrument to combine different offers, services, well preserved cultural heritage, interesting guidance<br>• Network<br>• A pleasant trail in a well-managed and well-kept park | • Multi-purpose Management<br>• How to use green transportation to link sites, how to motivate communities to work together, how to create a brand name for the united region, how to combine different activities in the same packet,<br>• "Value-adding public-private co-operation.<br>• Search for the “Magic Moment!"<br>• Organization of archeological sites' network as a complementary attraction in a highly touristic area<br>• Creating point of interests (POI)<br>• Connecting POI<br>• How to create a network of collaboration, how to combine different services and offers, how to promote cultural heritage<br>• Model |
| **Improvement:** | **Transferability:** |
| • Financial sustainability of the park. Income covering costs<br>• Green transport should arrive up to the site entrance, translation into more languages for a variety of visitors, not all people have smart phone so provide alternative communication and information<br>• Cycle-ability, public transport connections could be presented in a concise way for tourists.<br>• Promote the network of sites more as one complex attraction<br>• "Could you find new companions for maintenance?<br>• One example from Finland: Adopt A monument. | • Management and governance<br>• Governance<br>• Financing, creating income<br>• Qualified skilled staff<br>• Relevant for our region. First step would be to initiate cooperation among local Museums managing different arch. Sites<br>• Nice and clear common presentation of geological and archeological heritage<br>• Your idea of Cultural accessibility and the economic ecosystem created<br>• Loyalty system, network of cooperation, common strategy to promote natural and cultural heritage |

| | |
|---|---|
| More info : https://adoptoimonumentti.fi/info-2/<br>• An app on mobile devices that informs and combines all offers and services, more information about loyalty system for foreign tourist<br>• Mobility<br>• Provide an alert signal in narrow galleries for those suffering from claustrophobia<br>• Marketing | • Model<br>• Role of an abandoned industry for the socio-economic development of the territory |

**GP4 MARE DI AGRUMI – GROUP 4 (Rapporteur: Claudio Salvucci)**

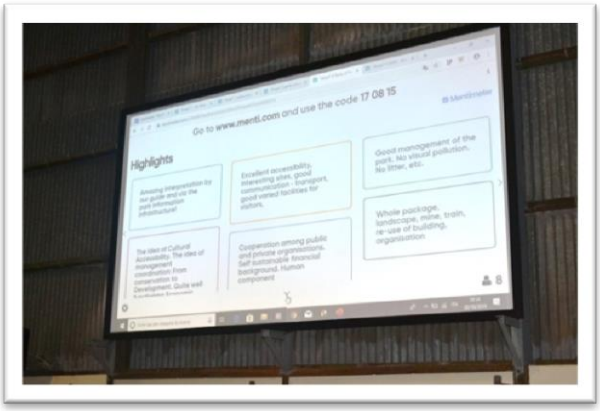
| | |
|---|---|
| **Highlights:**<br>• Culinary, historical and industrial heritage<br>• Interesting way to use industrial heritage<br>• "Rich history<br>• Natural beauty backdrop"<br>• Complex touristic package product combining gastronomy, natural and cultural values<br>• Combining the strengths in Elba to produce customer oriented experiences.<br>• Beautiful contrast between natural landscape and industry (rust is not a crime :) | **Learning:**<br>• Natural resources and economy of Elba<br>• Knowledge of the guide<br>• Combining the values what we have. Utilize effectively the possibilities.<br>• Combining themes<br>• Good English speaking guide<br>• Innovating something new every year |
| **Improvement:**<br>• Cleanliness, interior design of places I've seen could be more warm, welcoming and rustic or more modern and minimalistic. Narrative to culinary heritage and food preparation workshop<br>• Transport by waterway (f. i. ship)<br>• Visual identity system<br>• English descriptions<br>• Provide more information for those people who have not enough knowledge about the region and make the attractions and small "treasures" more visible<br>• Increased availability of suggested trails / packages online<br>• Build a connection between attractions<br>• Work with regional tourism organization (if present)<br>• Marketing, information<br>• Guiding tourists along and to the trails | **Transferability:**<br>• Transport land way (f. i. electric bikes<br>• There is a real need for the combination of different touristic topics and provide a complex product. There is no need to create new attractions - enough to promote the existing ones!<br>• Very transferable in view of globalization of tourism<br>• Narration |

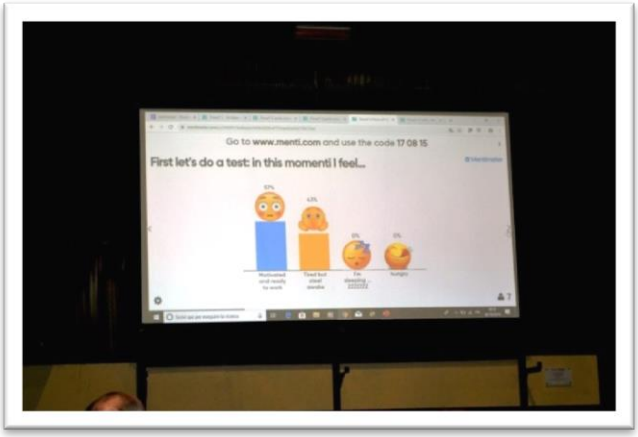
## 2.2 Study Visit Feedback forms

Total amount of 22 feedback forms were returned to the two organizing partners. PP3 participants returned one comprehesive feedback form that they did fill together.

Feedback forms returned by partner regions were as follows:

| | No of feedback | Partner | Stakeholder | No of Participants |
|---|---|---|---|---|
| Germany | 2 | 1 | 1 | 2 |
| Finland | 1 | 1 | 3 | 4 |
| Hungary | 4 | 1 | 3 | 4 |
| Malta | 4 | 2 | 2 | 4 |
| Romania | 5 | 1 | 4 | 5 |
| Poland | 4 | 1 | 3 | 4 |
| Spain | 2 | 2 | 0 | 2 |
| | **22** | **9** | **16** | **25** |





**Summarised results of individual feedback forms' analysis for each GP, with comments :**

**GP 1 PERLA COMPONENT 1**

**Key issues/ the success factors identified in this GP visit** (in bracket, the number of identic answers) :

- Democratic approach (services available to everyone 24/7)
- Web gis – information- history related to present services
- Unified signs (3)
- Explanations given about the sea dangers
- Improved quality of experience
- Standardization of signage (2)
- Inclusiveness for disabled people
- Visual aids -> colours
- Accessibility for disabled people. Providing access and mobility to disabled people brings around principles of equality (6)
- Providing safety from dangerous currents is paramount for any destination who wants to remain popular
- The integrated natural valorisation system and the trail management form the success factors of GP Perla 1
- The information is transmitted correctly and properly understood
- I think that it is important the "universality" of the symbols used in the signs and also how it explains the way in which the rip currents are formed and how they can be avoided
- Developed app for data collection means to promote the region
- Signing for tourist areas
- Inform to understand
- A regular public transport line (soft mobility) – electric train
- Well recognised dangers and uniformised labelling system (sign posting)
- Facilitating access to the beaches
- Presents a uniform label for all beaches and in particular graphic and descriptive labels (which clearly affects safety)
- Accessibility of the beaches to people with disabilities through appropriate collision-free communication and equipment enabling convenient transport for them
- Processes of making any interesting places more available for people with disabilities are always necessary and needed. Improving safety is very important too. That's a really good idea.
- Gentle descent to water
- Removal of barriers to connect beaches with the city tourist centers
- Warnings, prohibitions and a short description of the site are defined for each beach to prevent accidents and speed up rescue efforts (2)
- Cooperation among local municipalities
- Attention to the safety of tourists
- Simple and clear signs; widespread introduction of the system
- One clear and understandable sign concept
- It gives you the feeling of safety; this is important for parents, elderly people etc.

- Providing access and mobility to disabled persons brings around principles of equality and providing safety from dangerous currents is paramount to any destination who wants to remain popular.

**Key issues/ the constraints to a possible replication** :

- Much less possible clients for such kind of 24/7 services
- Needs some “scaling”
- Scale – this is always a problem with Malta
- Wave patterns are different in Malta: safe zones are in the center, danger on sides!
- Beach use maintenance and financing
- The currents are different, however replication is not difficult
- I do not think that there are any replication constraints
- A possible replication would need an educational awareness, by raising campaigns to promote the meanings of the symbols
- The only constrainst are money and time: TeH20 does not have beaches but dangers and disabilities are international
- We have limited number of waterside beaches
- Need to add to or replace existing signs
- No constraints

**Relevance of the GP PERLA Component 1 :** Number of recommendations in each class (n=21)

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | 11 | 9 | 1 | |
| **2. Soft-mobility transport means** | 6 | 11 | 3 | 1 |
| **3. Information and communication support to trail visibility** | 12 | 7 | 2 | |
| **4. Trail management and governance** | 4 | 14 | 2 | |
| **5. Other (pls specify/Key Words) :** Sea /safety/information/accessibility/web marketing | 1 | 3 | | |

**Please justify:**

- These practices could be exported to Malta and improve the beach experience for users
- It is a very good example of comprehensive site management
- Soft mobility, connectivity for walking, trekking, cycling, horse riding paths
- Brasov (where I come from) is not a sea/coastal region but the principles contained in this GP could be trasferred to the trails that we want to develop in Brasov
- Electric train as a very good example of soft mobility (unloading tourist traffic)
- Parking spots to leave a car and use the public transport (eco zone) – regular transport line
- Special wheel chairs to use at the beaches plus assistance of volunteers (2)
- GP affects the accessibility for all tourists enjoying their holidays on the beach
- Improvement of safety through information, signposting
- Well signposted (good support to the trail)
- Infrastructures and services – accessibility for people with disabilities
- A project aiming at people's safety when using the beach and providing access to it for peple with disabilities is a project that should be an international standard. The solutions adopted by the developers are universal and can be applied everywhere. The warning system is legible and understandable by almost every culture. Moreover, similar signs can be used not only on beaches
- Infrastructure and information along the trail are essential, e.g.: warnings, prohibitions, wheel-chair accessible beaches. Key words: safety, information, accessibility
- "Mini" trains could be slow and produce bottlenecks.
- The main points are safety & accessibility for disabled persons, being important points for visiting a beach. Provide good infastructure for this purpose.
- The equipment to enjoy the beach by disabled people is basic today to ensure accessible beaches

**Transferable potential of the Good Practice n. 1**

**Transferable features/components:**

- Web-gis pages – information package
- Train – electric/petrol
- Beach management-safety
- Signage format and typology (2), easy to understand (1)
- Special facilities for handicapped persons
- Equipment (2)
- Know-how
- Improving and tracing (new) paths to make recreational heritage areas more accessible and safe
- Signage standardisation across countries for consistency and to ease user-friendliness (2)
- Signage and service may be transferred easily but not necessarily through a trail
- The signaling has an universality aspect which is crucial
- The use of signs and symbols as well and the use of ITC components in informing the public about dangerous situations
- Electric train as a public transport line to unload the traffic during the season
- Signposting is uniformed and can be replicate everywhere (4)
- Uniform signposting of thematic routes concerning communication, safety and tourist information (consistent graphically for the whole territory, region)
- Accessibility of lakes and beaches for disabled people (2)
- Mobile application
- Uniform safety signs could be used in mountainous areas, forests etc.
- Wheel-chair offers for special areas
- Change it to river and canoeing
- Transport intermodal facilities and safety instructions

**Recommended steps to transfer the GP to your Region:**

- Identify success factors in beach management and safety
- Train to transport people in the surroundings
- Identify site-related needs through surveys; identify information which are important and useful for tourists and not yet available
- Find financing sources
- Liaise with landscape architects and conservation specialists to identify the optimal methods suitable for Malta's topography/geology etc. -> site related needs through surveys
- Partner should approach an agency managing beaches to introduce such an activity in beaches
- In our region the connection to reach places for sigthseeing are limited due to means of transport because of the mountain region, secure connections muste be ensured
- The need to educate the public about the dangeours situation and to acknowledge that it is the public authority's responsibility to inform the public about the work done
- Prepare uniform labelling system for the trail
- Cooperation atthe stage of planjning thematic routes with local government in the region
- Creating network of cooperation to plan connectivity with the trail

- Find places which need special accessibility and identify needs of handicapped persons (for example, path in the woods)
- Verify potential cooperation among intermodal operators

**Specific actions regarding the GP, recommended to be implemented when drafting your Action Plan:**

- Check if such practices are really transferable
- See how transfer can be effected – adaption of GP
- Identify site-related needs through surveys
- Find financing sources
- Gis mapping of features
- Use of sustainable materials
- LCA of social impact analysis
- GIS mapping of attraction features
- This action should not be part of an action plan but a separate national initiative
- Intermodal transport would be a beneficial GP in our region. We could avoid the cars in natural sites and we would replace them with bycles
- Include a higher level of digitalisation (extend the functionalities of the App, create interactive media to deliver the information, etc.)
- Development of a single label (signposting), mobile app, maps and guides (2)
- Implementation of devices (carts, trailers, tricycles) for the transport of disabled people to enable them using the trails
- Verify entities that could support the implmentation of the project (ex. producers of signs, trolleys)
- Making trails accessible for people with disabilities
- Research places and evaluate
- Identify and involve stakeholders whcih represent handicapped persons

**GP 2 PERLA Component 2**

**Key issues/ the success factors identified in this GP visit** (in bracket, the number of identic answers):

- Enhancing the whole journey, not only the destination
- Beach management: effective and good safety and accessibility possibility
- Environmental impact reduction (3)
- Slow pace that enable fruition of sites
- Electric train-> good contact with the outdoors enhancing the experience whilst moving through beautiful natural landscapes
- Providing accessibility to the public within areas that are not served by public transport is commendable. It is not only a services to the public but an assistance to the economic operators
- Electric train is an eco-alternative and a success for the nature and region (2)
- The use of an innovative approach to mobility in a rural area provides also an element of increased attractiveness for the region
- Less car dependency; accessibility and intermodal transport system connecting touristic points
- Access database/easy access
- Information system (uploaded into updates)
- Multi-modal trips on the whole territory easier to make
- Unified information system, detailed and combining many different services and operators
- Very good organisation of the tourist traffic channelling with the use of eco-transportation (including towns, villages without public transport)
- Soft mobility – eco + parking places proposed outside the tourist centres (3)
- Improvement of communication in the summer season in tourist centres
- Ecological and interesting form of public transport, which in itself has a huge value increasing the quality of tourist services
- Good cooperation between municipalities and different operators (transport companies) (2)
- Attention for preserving the local natural values
- Very flexible to implement: lines/offer
- An easy possibility for tourists to get from the beach to camping sites and towns of interest
- Combination of public traffic with touristic traffic

**Key issues/ the constraints to a possible replication** :

- No such amount of tourist. Still a need to provide similar “shuttle services”, for example to reach our natural parks
- Scale of Malta (small). Steep gradients of the roads
- Uneven terrain with steep inclines
- Number of possible users
- Electric: not the most innovative sustainable solution
- Vehicle may cause traffic congestion due to low speeds and not having a unique and specific trail
- Hills, inclinations will be problematic
- Limited number of people riding
- The municipality will not be able to purchase a “train” or similar, probably would need to issue a tender for services
- We also have in our region an electric train which decreases the agglomeration and the pollution

- An ideal solution would need to take into account safety and existing traffic issue
- Need to combine together the high speed roads
- Less understanding of how smaller communities could benefit from connecting them and increase economy sharing
- Climatic difference. in Polish conditions transport by open vehicles is not possible for most of the year
- Similar collaboration between organisations in similar situations may be difficult to establish
- No similar areas in the region
- Image and comfort of trains (cabin seats are very narrow). It does not look like a public transport offer
- We do not have places which have a critical amount of tourists, they are more spread over the region
- You need a large amount of people to implement the public traffic system and somebody has to cover any difference between fees and costs
- Use of "mini" train is doubtful because it would be slow and produce bottlenecks

**Relevance of the GP PERLA Component 2:** Number of recommendations in each class (n=18)

| **RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT :** | **RELEVANCE** | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | 9 | 5 | 3 | 1 |
| **2. Soft-mobility transport means** | 6 | 2 | 7 | 2 |
| **3. Information and communication support to trail visibility** | 10 | 6 | 1 | |
| **4. Trail management and governance** | 9 | 7 | 1 | |
| **5. Other (pls specify(Key Words) :** Cultural heritage, entrepreneurship (rural areas), Natural heritage, sustainable tourism, support to sector (tourism) | 14 | | 1 | |

**Please justify:**

- It could help to cut down traffic and congestion near coastal/beach areas
- It is a good example of an additional transport link to pre-existing transport options
- Additional transport mode to existing public transport
- The use of trains for transport was never observed, they are always used a a recreational attraction for tourists (especially with kids)
- Good example to decongestion crowded tourist areas
- Increased visibility and risk reduction
- Trail management model for municipalities and take over costs
- Sustainable transport
- It could be a good tool to monitor the number of tourists
- A good example of intermodality
- One tool combining all services in the whole territory

- Easy access
- It needs to be constantly updated and controlled
- Electric train – very good example of sustaiiable mobility connecting villages with coastal resorts
- Eco-line (regular public transport line)
- Improvement of transportation from places difficult to reach
- Reduction of traffic and protection of environment
- Efficient communications to tourists
- Good and updated info system (2)
- Complete implementation of the project. Microlotto is not possible in Polish conditions (because of weather and lower temperatures); however, the idea is noteworthy and one should consider what other types of vehicles can be used in analogous conditions in Poland (except for vessels often used in summer on Baltic Sea)
- There are events in which to promote the train lines but I think that train lines need more marketing
- Difficult to transport baggage or bikes or buggies (for kids)
- Connection of lines was not so clear. Timetables? I did not look for them.
- The timetable must be visible

**Transferable potential of the Good Practice n. 2**

**Transferable features/components:**

- The idea of producing a public, regular shuttle service to populat destinations
- Effectiveness of transport in a green manner over a large area moving people around the territory
- Integrated transport strategy
- Introduction of intermodal and integrated transport (2)
- The idea of using a recreational train for those areas that are underserved by public transport (need not to be a train)
- The idea is easily transferable
- The use of alternative “out of the box thinking” solutions to classic mobility problems
- Revitalise less used touristic areas. Intermodality. Connecting trails in the region. Sustainable means of transportation
- Creating database of services for the region (2)
- Green communication enabling access from towns and villages with linited transportation and communication to thematic trails (including disabled people)
- Idea of cheap or free ecological transport for tourists or the local population
- Combining culture, sustainable tourism and mobility
- Similar solutions are introduced at local level in Spa cities, but are not linked into a regional info/promotion system
- The idea of a last mile transport vehicle system is good
- It is easy to start with one line and combine it later with more lines

**Recommended steps to transfer the GP to your Region:**

- Identify routes followed by tourists
- Identify congestion points
- Create routes for alternative transport
- Collect data regarding existing transport offer and demand (3)
- Demand for such type of transport

- Site-specific (would not work in busy areas)
- Contact current service providers and transport authority (2)
- Informing the authorities about the benefits for tourists and the environment
- When an easy solution cannot seem to be available, choose a revolution instead of evolution. Evolution is the prisoner of “common sense” and “sensible approach”
- Make municipalities understand the importance of having less cars in the area and better economy sharing
- Verify potential of cooperation between different operators and public institutions
- Capabilty of transferring and updating the data in the database
- Network of cooperation with local governments in order to identify places where transport system should be improved in order to reach thematic routes
- Verify the possibility of introducing transport and mapping routes
- Verify possibility of appointing an operator
- Create a system of transport (soft mobility) leading to the trail (centre)
- To find good areas (tracks) with enough passengers
- To link industrial sites with towns
- Verify the possibilities of implementing an intermodal public transport in the area and what means of transport is ideal

**Specific actions regarding the GP, recommended to be implemented when drafting your Action Plan:**

- Identify financial difficulties in the short and medium term
- Financial sustainability of running the service
- This should not necessarily be integrated in the action plan. Can be a parallel initiative
- Turn the solution into an attraction
- Identify all operators to put in place an intermodal system
- Think modes of transportation suitable for families
- Protocol agreements between municipalities
- Development of a transportation plan for the whole region to communicate it with thematic routes
- Verify the needs of the local population and which type of vehicle is possible to use
- Verify the potential of transport companies and their readiness to cooperate for combining the trail with the cities (major ones)
- Identify tracks and funding
- Develop an action plan to secure governmental funds for an ideal transport system in the region

**GP 3 VAL DI CORNIA PARK SYSTEM**

**Key issues/ the success factors identified in this GP visit** (in bracket, the number of identic answers):

- The idea of cultural accessibility.
- Value adding of public-association-private cooperation (4)
- The idea of management coordination "from conservation to development"
- The unified "museum" which makes it easy for the visitor ro choose what he wants to visit
- Unity (and diversity) of the many sites to visit
- Integrated offer of experiences with a wide base and diversification of appeal (2)
- Highlighting historical industrial heritage
- Archeomineral park – narrative – really understood the hardship of the miners
- This is an amazing project for the most important intervention with over 20 years and 27 miliion Euros in investment.
- It brings together 5 municipalites in a change of economic circumstances (2)
- Museum system is very well implemented and the whole archaeological system is preserved
- Combining product of gastronomy with natural and cultural values
- It brings archaeology into light and it makes history attractive and accessible to a wider audience
- Renovation of heritage monuments
- Prepared network of tour park guides (2) regarding both topic and language skills
- Involvement of national/regional/local governments to research, preserve and promote their cultural heritage
- Communities work together
- Accessible facilities (3) , very interesting museums, visitor centres, refreshment points
- Using tourism and promoting tourism as a tool for economic development
- Creating a network of cooperation to promote sustainable tourism
- Using natural and cultural heritage to develop tourist offer and diversify it
- Card as an instrument that offerts discounts
- An interesting presentation of the history and hard work in the mines (well guided)
- At the same time it shows wonderful natural environment
- The system of archaeologicak parks and museums (cultural heritage) with combination of natural resources and heritage landscape
- Excellent promotion
- The best of the best: Archeo Card
- Loyalty programs in tourism are still a sensation, and they are certainly effective and deserve attention
- Industrial heritage well presented (incorporated with sightseeing) and connected with cultural heritage
- An alternative to the traditional tourist destinations
- Good storytelling and guiding
- Unique experience – mixture of tourist offers
- Human factor: enthusiasts
- Wide coverage of archaeological sites, even smaller ones
- One brand for all parks
- Very good governance including financial aspects
- Qualified staff for the park

**Key issues/ the constraints to a possible replication** :

- To recognize and to create "the magic moment"
- Difficult to get different entities to cooperate: public/private issues (3)
- Ownership of trail -> maintenance of trail
- Small scale of nature related sites and distance from heritage related site
- Different Ministerial responsibilties
- No natural resources/mines in Malta!
- PP concessions tricky to achieve due to political will
- This is very difficult to transfer. The circumstances and realities on the ground are different from country to country
- I was surprised because in Romania we have also acropole that seems like yours and it is also a an heritage from ancient Roma
- Cooperation among public and private organisations
- Self-sustainable financial background
- Human component
- The "academic" paradigma of archaeology could be a deterrent (archaeological sites are restricted and history is only taught in the classroom)
- No cooperation between institutions to jointly finance the rehabilitation of heritage
- No understanding of the need to research before investments
- Lax law and the possibility of group settlements under the project (TeH20 trail facilities are managed by more than one entity)
- Proper preparation of industrial heritage
- Governance and financing aspects could be possible but tricky as well
- To get into the park: public mobility
- None, except funds

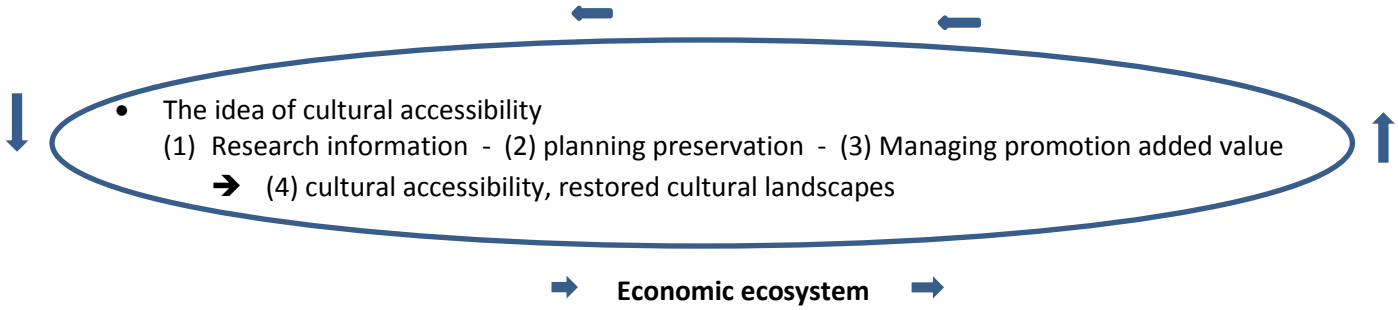
**Relevance of the GP VAL DI CORNIA PAR SYSTEM:** Number of recommendations in each class (n=22)

| **RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT :** | **RELEVANCE** | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | 5 | 4 | 6 | |
| **2. Soft-mobility transport means** | 7 | 3 | 4 | |
| **3. Information and communication support to trail visibility** | 6 | 5 | 3 | |
| **4. Trail management and governance** | 7 | 6 | 3 | |
| **5. Other (pls specify/Key Words) :** Cultural and natural heritage, entrepreneurship (rural areas), sustainable tourism, green infrastucture, support to sector (tourism), silence, quiet areas | 6 | 4 | 1 | |

| Please justify: |
|---|
| - The Study Visit is relevant because it shows the positive results achieved by cooperation at local/municipality level, which results in a varied "product" retaining the personal character of each element or member: unity and diversity<br>- Outstanding examples of the above macro-categories<br>- Good combination, would prefer being informed of soft mobility transport being the best way to get there<br>- Infrastructure (road) & pathing improvement<br>- The park system in Val di Cornia is an incredible project that is helping the local economy to convert from manufacturing and steel industry to tourism<br>- Questionnaire on locations<br>- Good network of park guides<br>- Complete experiences<br>- Avoid overcrowded areas and propose healthier ways of exploring the destination<br>- Connected trails<br>- Good promotional materials<br>- Tourism based on cultural and natural heritage (tourism offer) can extend the tourist season<br>- Alternative to traditional tourist destinations<br>- Loyalty system: increasing regional potential and make the trail management more efficient and successful – agreements between organisations well designed<br>- Makes tourist offer more accessible (increases its attractiveness) – tools for discovering the territory<br>- Improve information support to the park trails (App for mobile devices)<br>- Perfect combination of elements of the region (cultural and natural resources) with cooperation of local governments and municipalities<br>- Presentation of the history and the heritage in a comprehensible way<br>- Trails and communication should be better prepared in terms of safety<br>- Parks of Val di Cornia is a huge area and the thematic scope is very diversified. Noteworthy is the well-organised tour and the well English-speaking guides<br>- ArcheoCard is a good practice for many other trails in all Europe . it is a convenient and encouraging offer (2)<br>- The cycle ability (for example, bike sharing) and public transport connections could be advertised to increase the number of tourist visitors<br>- Many good and sophisticated concepts and individual features |

**Transferable potential of the Good Practice n. 3**

**Transferable features/components:**




- Unification of ticketing, merchandising and advertising
- Mix of different types of sites. Harmonisation of governance by different entities
- Good governance by different partners and stakeholders' involvement (2)
- Governance system is interesting and should be divulged to other park authorities in other countries (2)
- Soft accessible paths are the most important facilities
- Governance aspect for intervening in areas that are not well served by public transport and not leisure
- The potential of transforming restricted sites into "attractors" (of tourists and revenue) for the region
- Model of governance (2)
- Generating income for regional/local government rehabilitatiomn of heritage and archaeological sites
- Card that offers discounts, series of facilities and encourages people to visit different places informing about the services available therein – tool to discover and promote the territory
- Combining the history of the whole region with the cooperation of the local authorities
- Loyalty program, competence of guides, audioguides in rarely used languages
- Preparation of intermodal facilities, mix of tourist offers and activities for them
- Presenting history of the region in an holistic and interactive way (combining it with the trail)
- Public-private-civic cooperation in trail design and management
- Creating touristic offers and packages
- Forms of mutual discounts (coop)
- Public information centres and bookshops

**Recommended steps to transfer the GP to your Region:**

- From 3 to 4 especially (*see diagram above*)
- Aiming to create cultural accessibility and a functioning economic ecosystem
- Encourage and promote cooperation between elements/entities (2)
- Create unified identity/merchandising to identify the "brand"
- Identify possible thematic links between different sites
- Identification of possible thematic links to create a narrative of smooth flow of guided tours

- Loyalty card system linkage
- Provide information to ministry and stakeholders
- For my region I would implement the tour guide part because the improvement of guiding services will lead to a focus of tourists' interest
- First step would be to initiate cooperation among local museums managing different archaeological assets
- Involve many stakeholders in order to create a "critical mass" to start implementation
- Inventory of trails and monuments
- Cooperation with Ministry of Culture and Museums and with local authorities
- Create the economy based on your heritage and do not fear globalisation
- Research before planning and cooperation
- Paying attention to the proper preparation of the trails in terms of safety and accessibility for visitors of all ages
- Cooperation of the region (municipalities, self-governance) in order to develop coherent routes
- We already have our loyalty programme.
- Guide training
- Verify potential of cooperation between different operators and institutions
- More efficient utilisation of the existing values – awareness raising through events and other activities
- Collect managers of smaller archaeological sites in the region. Define potential areas of joint cooperation
- Identify spot and touristic service offers which could be connected to create packages
- Introduce forms of mutual discounts (coop)
- Parts of the governance could be interesting for the transfer, e.g. contracts between restaurants and park organisation

**Specific actions regarding the GP, recommended to be implemented when drafting your Action Plan:**

- As above. In Finland we have a new system called "adopt a monument". The idea is to give a (state-owned) monument of archaelogical and cultural values to an association for managing/maintaining. This is a win-win opportunity to both the Ministry in charge and the National Museum of Antiquities and for the local association to gain benefit for their cultural heritage.
- Identify entities to create/generate cooperation
- Mapping. Bring together the different administrative bodies to one table
- GIS mapping
- Roundtable discussions and MoU between different existing entities e.g. ministries, private companies, corp sponsors
- Probability that the model cannot be used but some items can be transferred in terms of the smaller-scale initiatives
- In Romania the access of tourists inside archaeological sites is allowed only through set places and routes
- Add a "virtualisation/digitalisation" component
- Model of governance to connect and explore tourist attractions
- Network fo transport operators
- Develop historical routes, natural trails taking into account safe transportation, communication with coherent information on history and appropriate security measures

- Use of mobile apps, maps, guides : promote them
- English lessons for guides
- Considering the safety aspects when planning the trail
- Develop a brand for a trail. Find supporters

**GP 4 UN MARE DI AGRUMI**

**Key issues/ the success factors identified in this GP visit** (in bracket, the number of identic answers):

- Rich variety of issues well utilised to create sustainable tourism economy
- Excellent English-speaking guides, professionals on their field
- Enthusiastic attitude both with science and serving visitors
- Use of natural products for health benefits (including sea water)
- Authenticity of experience. Unique local focus. Quality of offer
- Genuine passion for their products and service
- Unique local focus and form of discovering the region
- Impressed by sustainably sources ingredients and excellent end-product!
- Food is good in Italy! Experimenting with calories, trails and food is interesting and innovative
- It builds on a worldwide hype on gastronomy
- Including gastronomy as part of cultural exchange
- Creating a complete route for nature/cuisine and gastronomy (2)
- Promote and support local products, use students to collect data. Use natural resources existing in the area
- Richness of offer and products
- Brand enhances the quality food making a string experience out of it
- Creating an original offer, helping tourists to discover the great value of traditional products (2)
- Strengthening the competitiveness of small and medium sized enterprises
- Biophere of reserve – uniting the cultural, natural heritage with natural resoruces and industrial heritage – well governed
- Environmental education combined with services, cultural heritage (guided tours with good guides – Dorothy was great!) – tasting local products – experience as a way to discover and learn (trips planned/designed as you please, according to your favors)
- Excellent combination of regional and local products
- Culinary trail is a unique form of getting to know the region through the perspective of regional cuisine and with the involvement of locals producers in promoting the region
- Interesting industrial sightseeing path, equipped with convenient forms of transport. Interesting history of the region which can be learnt from the perspective of a mine worker. However, it does not seem obvious to combine it with culinary themes
- Cooperation of local producers (family businesses) with public institutions
- Enthusiastic local people and service providers
- The GP gives recognition and visibility for the benefit of tourists and local population. The local conditions are very well utilised
- Quality assurance / joint marketing
- Tourist packages made sense/were consistent – each for itself. I could not see the connection between the fortress and Monte Calamita in the GP. In my view that would fit better to Val di Cornia.

- Brand helps to keep the standard or to improve it
- I think it is not really a trail; it is a brand that helps to implement a qualified standard and to get in contact with local companies

**Key issues/ the constraints to a possible replication** :

- Difficult to create a well-functioning tourism ecosystem. Three are no such amounts of visitors in our area *[Finland].* 5% of your numbers.
- Limited quantities and varieties of products to use
- Food intolerance in Malta (e.g. gluten intolenace/coeliac lactose intolerances -> alternative menus always needed)
- Not every country has the depth and variety of food and dishes of Italy. Difficult to use in a region with a large number of restaurants and catering establishments
- The lack of a gastronomy consolidated culture. Lack of enough certified farmers, producers and recipes
- Not so rich and diversified offer able to create one brand
- TeH20 trail does not have mines in its structures and culinary themes do not have a major role here in Poland. There were also no transparent patterns to be implemented, such as visual identification system
- To find and motivate the local people and service providers to work/cooperate together having a common goal
- No organisational background body in our country or region
- Hard to find a good brand; already too many are in existence

**Relevance of the GP "UN MARE DI AGRUMI":** Number of recommendations in each class (n=22)

| **RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT :** | **RELEVANCE** | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | 6 | 3 | 3 | 3 |
| **2. Soft-mobility transport means** | 5 | 3 | 6 | 4 |
| **3. Information and communication support to trail visibility** | 7 | 6 | 4 | |
| **4. Trail management and governance** | 9 | 2 | 4 | 1 |
| **5. Other (pls specify/Key Words) :** Bringing innovation to market, Cultural and natural heritage, open innovation, green infrastructure, rural and urban mobility, support to sector (tourism) | 9 | 4 | 1 | |
| **Please justify:** | | | | |
| - The interesting concept is not easy to export. There is a general lack of understanding of local products and cuisine<br>- A tendency to copy foreign ideas and products to accommodate tourists -> not good to copy<br>- It is a good example of trail which combines both material and immaterial assets | | | | |

- Holistic experience connects the visit to the culture of the place. Not at all feeling of a tourist trap but an authentic and modest experience!
- Interesting and innovative way of connecting trails and walks with food
- Include gastronomy as part of cultural resources
- Connecting traditional food with outdoor activities
- Brand products as accompanying the trail bringing information about cultural heritage
- Lots of different services
- Improve the visibility of the brand (labelling the places with the brand)
- Managing the trail in the direction of promoting local brands, local products using the same logo, brand
- Un Mare di Agrumi is a unique project that even few of its components can't be implemented in other conditions. However, its uniqueness deserves the highest attention. The question is if it is worth to pursue the idea of industrial and culinary or it would be better to create two different projects (especially since the name of the leading restaurant has little in common with the local heritage)
- Importance of cultural heritage and to "disseminate" the history behind the attractions
- Providing complex tourist packages
- The communication is important for the promotion, marketing and consumption of organic, traditional, local products
- Fortress and city walk -> not easy for walking
- I think that to promote the cultural heritage of food and other things, important factors are communication and marketing; transport is important too because it can offer different options to move inside the region and meet the maximum with an easy way of transport

**Transferable potential of the Good Practice n. 4**

**Transferable features/components:**

- To make a well-functioning product: finding some strong local brands
- Pride in local products
- Emphasis of local food and wine. Branding (3)
- Gastronomy of artisanal food products e.g. oil/wine
- Packaging
- The calory counting is possible in specific areas of trails
- The development of touristic services and packages built around food and wines (2)
- Promoting local products (3)
- Find a common brand to promote the variety of offers and services in a certain area
- Promote local enterpreneurs
- Combining tourist offer with culinary heritage (regional food production – basis to create culinary trail in the region – using natural resources, making the region famous for its cuisine) (2)
- Facilitate transport (ex. electric bicycles)
- Methodology and branding process
- Creation of consistent touristic packages
- Communication and marketing

**Recommended steps to transfer the GP to your Region:**

- Experimenting the use of local products
- Identify unique local tangible and intangible features
- Identify sites for local and seasonal product/service experience
- Check interest of people in calories whilst on holiday
- Informing economic agents about the benefits of this type of tourism
- Start with building a network of farmers, restaurants/chefs and hotels
- Inventory of local producers
- Verify willingness to cooperate (public-private) (2)
- Verify branding possibilities
- Consultations with local authorities to select regions with culinary potential (usage of local products) to include them as part of the trail
- Verify available financial resources
- Create tourist packages combining the themes
- Find partners who are interested in the brand

**Specific actions regarding the GP, recommended to be implemented when drafting your Action Plan:**

- Promotion + education
- Create stories related to identified features. Identify innovative ways of preservation and branding
- Narrative
- Innovation of a multisensory experience of the real Maltese culture
- Check interest of calory-counting with stakeholders and operators
- Digitalisation to attract a digitally literate generation
- Create trails with gastronomy component
- Check possibility to create culinary trail along in order to promote local products on the trail (cooperation public-provate potential)
- Verify the willingness to label services witin one brand
- Verify the potential of cultural heritage in the different regions

**GP 5 GOVERNANCE**

**Key issues/ the success factors identified in this GP visit** (in bracket, the number of identic answers):

- Coordination of possibilities to access EU-funding (2)
- Optimal benefits
- Identification of special areas and international recognition for them
- Team up with other countries to promote governance across states with common standards
- Obtaining co-ordination if different entities and partners
- Cohesion and cooperation of different authorities and stakeholders (2)
- The ability to devise an integrated transport strategy on a regional level is an important aspect of accessibility especially if interlinked with inter-modal modes
- The inter-disciplinarity and inter-institutionality of the approach
- Governance tools for data collection
- Use different projects to connect to one big idea
- Active network among public bodies to improve public services (finding common goal) (2)
- SAPE is a solution that would make it easier for many entities to access European funds
- Good tool for creating networks
- Innovative manner of working with stakeholder groups (2)
- It improves the capacities of the territories. Creating a network among the public bodies in order to work jointly on the strategy/programme lines/provision of public services. It is like the regional development council
- Bottom up approach
- High quality management of SAPE
- Shared data
- Exchange of good practices among municipalities
- Cooperation among different transport agents in the region

**Key issues/ the constraints to a possible replication** :

- Less possibilities for EU-funded projects
- Less suitable programmes to utilise
- Tendency to “team up” with English speaking partners: language and colonial issues
- Small land mass is a problem
- Willingness of different bodies and entities to work together
- Willingness of different entities to find as common ground, compromise and collaborate to materialise such a platform
- The competence of strategy for transport is with another authority and very difficult to influence
- Bringing everybody together
- Need for deeper understanding of the reason and utility of database
- Polish system of accounting and applying for European funding by State and private entities
- Completely different type of heritage arising from natural resources
- Legal background in Hungary is different
- Capacity (human and financial) to implement something similar
- Communication between different agents linked to transport

**Relevance of the GP GOVERNANCE:** Number of recommendations in each class (n=22)

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | 13 | 5 | | |
| **2. Soft-mobility transport means** | 5 | 9 | 2 | 1 |
| **3. Information and communication support to trail visibility** | 15 | 2 | 1 | |
| **4. Trail management and governance** | 14 | 4 | | |
| **5. Other (pls specify/Key Words) : Cultural heritage, natural heritage, support to sector (cultural and creative indusrties, tourism)** | 12 | 2 | 1 | |

**Please justify:**

- The establishment and maintenance of this practices has given an important sense of identity
- Sustainable tourism is promoted positively
- Unification of efforts leading to more efficient use of resources
- The main achievement is to bring together transport related bodies working under one co-ordinating institution
- Inter-modality of transport
- Community culture open and receptive
- Support smaller municipalities with know-how and HR
- Matrix of local and regional strategies and political programme
- Strong technical team for more funds attracted to the area
- Ways of/methods of creating network of cooperation of public institutions to improve public services (working teams, instruments) – including private
- Copying mobility governance system to other spheres
- Identifying common strategies, goals
- Well-identified sphere of development of the Province (to develop job places) – after the crisis and factory closing (restructuring)
- Completely different environment of Poland and Elba island generate the need to build different strategies for sustainable use of natural resources, but this is a platform on which we can learn from each other bearing in mind our own possibilities. The solution, which is SAPE, is however possible to implement after adjusting to local legal issues
- Good example of management system based on collaboration among different bodies
- The governance system shares a common approach in establishing an inter-municipal coordination on European policies and mobility management. It is a network among public bodies. The aim is to improve the territorial planning and the provision of public services.
- I think that if you want to build a similar Association or organism, each of the macro-categories is basic for its success

**Transferable potential of the Good Practice n. 5**

**Transferable features/components:**

- The coordinate body functioning as a permanent stakeholder group
- Local identity generation. Promotion of local "brand" sustainability
- Large transferability potential as in terms of cross-organisation cooperation
- Ministries, entities, stakeholders would benefit from the same type of inter/intra cooperation and MoUs
- Very difficult/almost impossible
- Multi-stakeholder approach
- Create steering committee
- Cooperation platform for European funding
- Methodological framework (2)
- Common/shared data

**Recommended steps to transfer the GP to your Region:**

- We will give some feedback to our western alliance (operating on several regions)
- Overcome local resistance by demonstrating advantages
- Creating systems to help local entities to join this practice
- Monitoring progress
- Bringing all relevant players to a common table for a common goal
- Cooperation and compromise favouring environment of society first (not putting economic benefit before these)
- Nil – no possible
- Involve as many relevant stakeholders as possible
- Take SAPE documents from Italian partners, translate them into national language. Replicate model.
- Find funding for joint replication RO/IT
- Find the leader
- Analyse data infrastructure
- Find/create benefits for municipalities
- Improve the communication and verify the opinion of the different agents in creating a similar organism

**Specific actions regarding the GP, recommended to be implemented when drafting your Action Plan:**

- We can check the possiiblities to strengthen local cooperation
- Promoting the advantages of the practices
- Pushing sustainability as the best way forward
- Helping though governance to ensure cooperation/coordination at various levels
- Listing all relevant players and shortcomings in the system to meet those needs
- Comprehensive stakeholder analysis
- Conflict resolution!
- Present GP to municipalities -> SAPE for Brasov County
- Matrix of local strategies
- Try to create a forum of interfacing with some operators to implement small initiatives

- Organise an event for stakeholders and users; present the GP and see if there is a demand. Set an agenda
- Improve the communication and get the attention of the agents

### 2.3 Recommendations for Tutoring Sessions and Policy Learning Platform

Recommendations by feedback collected (n=22):

**Which Good Practice would you select for the Tutoring Session?**

| | | | Recommendations (of 22) | Recommending Country (partner, stakeholder) |
|---|---|---|---|---|
| 1. | GP3 | Val di Cornia Park System | 18 | **FI, MT, PL, RO, HU, DE** |
| 2. | GP4 | Un mare di Agrumi | 11 | **FI, MT, PL, RO, ES** |
| 3. | GP2 | Perla 2 | 6 | **FI, PL** |
| 4. | GP1 | Perla 1 | 5 | **MT,PL, RO, ES** |
| 5. | GP5 | Governance | 3 | **DE, ES** |

Justifications: See next page

**Which Good Practice would you propose to be uploaded in the IE Policy Learning Platform?**

| | | | Recommendations (of 22) | Recommending Country (partner, stakeholder) |
|---|---|---|---|---|
| 1. | GP3 | Val di Cornia Park System | 15 | **FI, MT, PL, RO, HU, DE** |
| 2. | GP4 | Un mare di Agrumi | 9 | **MT, PL, RO, HU, DE** |
| 3. | GP5 | Governance | 8 | **FI, PL, RO, ES** |
| 4. | GP1 | Perla 1 | 6 | **MT, PL, RO, DE** |
| 5. | GP2 | Perla 2 | 4 | **PL, HU** |

Justifications: See next page

**Justifications for recommending GP for Tutoring Sessions**

- Still interested to learn about the cooperation & details (FI)
- Definitely the best examples which have a wide impact and a variety of possible applications (MT)
- GP 4 is the best coordinated project (MT)
- Culinary and industrial heritage speak volumes about a culture and leaves an impact (positive), social on visitors (MT)
- GP1 and GP2 are very ease to replicate and GP5 is impossible, therefore GP3&4 are the obvious choice (MT)
- GP1 and GP4 can contribute to an high level of attractiveness for the region (RO)
- GP3&GP4: architectural/reconstruction/capitalisation fo heritage/visibility/income to public institutions/local products & gastronomy included in the trail (RO)
- GP3 – How to create a network of cooperation and manage the tourist movement (use and promote cultural and natural heritage) – what tools to create (PL)
- GP2 – How to create a tool- database and manage it (PL)
- GP2– to build the system of soft mobility, whic may influence the region's tourist interest by connecting small towns with tourist centres (PL)
- GP4 – using potential of the region to create the trail (local brands) (PL)
- GP1 & GP3 – these two practices deserve more attention and have the highest level of implementation in other projects (PL)
- GP3 – very well done in many aspects. Holistic concept. Very good implementation and creative results (DE)
- GP5 – governance is important to connect (DE)
- GP3 – different sites to a trail, to harmonise the advertising (DE)
- GP1 – because in our region we have many problems with transport (ES)

**Justifications for recommending a GP to be selected for uploading in the IE Policy Learning Platform**

- "Clear packages". Easy to describe in the form required by the IE platform (FI)
- The systems used – promoting sustainability – can be widely disseminated and applied in many other situations (MT)
- GP4 is the best coordinated project (MT)
- To improve EU policy in safety and accessibility to coastal environments
- GP1 and GP2 are very ease to replicate and GP5 is impossible, therefor GP3&4 are the obvious choice (MT)
- GP1 is highly transferable (RO)
- Governance example to bring any public / private cooperation for GP implementation in other countries (RO)

- GP2 – practice explaining and showing how to combine, transfer and upgrade the information about the services from different operators in one tool – how to create database (PL)
- GP3 – How to create a network of cooperation to improve a tourist movement and make the trail more visibile and accessible (PL)
- GP2 & GP5 - these two practices deserve more attention and have the highest level of implementation in other projects. We can learn a lot from these projects but you do not need to organise another tutoring session to catch this knowledge (PL)
- GP2 – sustainable mobility solution (HU)
- GP3 – state of the art archaeological trail (HU)
- GP3 – it is a good practice for governance of a larger area with different points of interest (DE)
- GP1 – the safety aspect for all places with rivers and seaside, it is a good argument to involve administrative bodies (DE)
- GP1 & GP5 – because of our problems with transport, those are the most interesting GPs to us (ES)

## 2.4 Recommendations about future Study Visit organisation

**Summary of recommendations to the next organizing partners:**

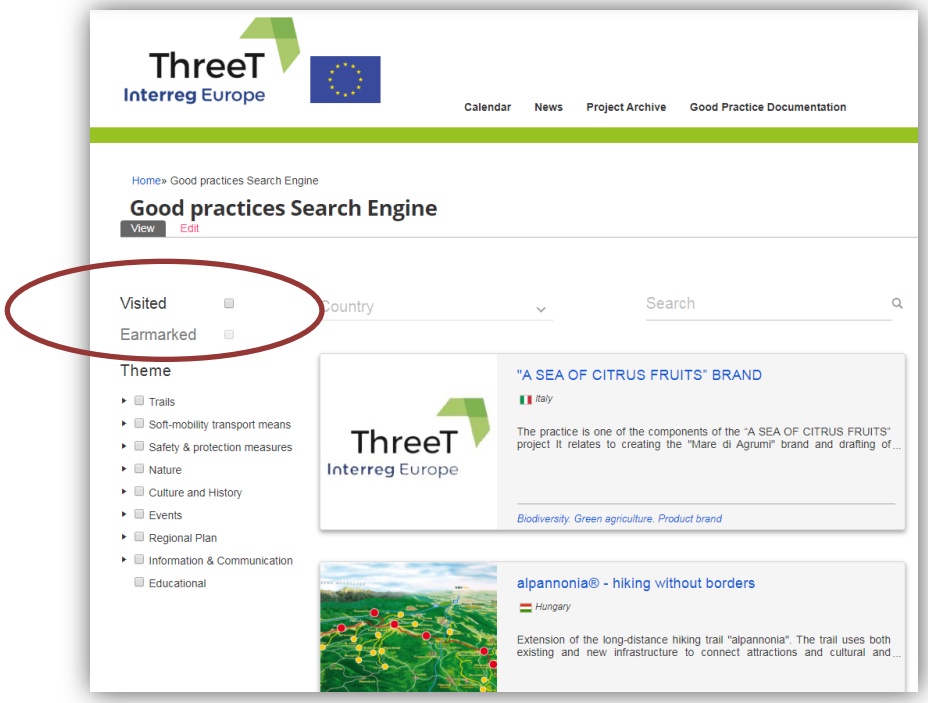
- Spread the visit over at least one more day so that the partners can get 8 hours to sleep
- This evaluation should be on line. Accessibility, legibility for all involved and zero paper waste!
- Less intensive days
- Plan more time to fill in the forms
- Plan workshop on a separate day from the field visit
- Give more updated information about next points of the SV
- Emphasize better which attraction is associated with which GP (2)
- It was good to split the group into smaller ones from time to time

**Summary of recommendations/suggestions from participants:**

- An experience of a lifetime!
- It was a wonderful Study Visit, well organised and timed. Interesting visits to various sites and practices and transport
- Visits are very interesting and have reached a very good level of organisation
- Allow for time to absorb the information/experience before going on to the next GP
- Plan separately days for workshops, NOT after the field visit and when participants are tired. Do not organise any extreme experience
- Everything was perfect. Your team: 5*
- Working days are a bit too long
- Provide written information of the GPs to be presented, before the SV start (2)
- Talk more about problems and how to solve them

## 2.5 Workshop on Action Plan

The Day 3 session was concluded by a workshop regarding Action Plan preparation and related Tutoring Sessions.
LP presented the template of the Action Plan derived from the format availed by INTERREG EUROPE Programme, see Annex 1 to the Programme Manual (version 7 – 27 March 2019). LP pointed out that some of the sections are being expanded (ex. Costs, Funding) and others are proposed to be inserted anew (ex. Risk Assessment), as per indications anticipated during the final workshops of SV4 in Poland (see ppt presentation n. 4C-3T-56_Project progress) and SV5 in Romania (see ppt presentation 4C-3T-59_Action Plan_design).
During the subsequent discussion, one partner suggested that it would be useful if guidance could be provided to facilitate the compilation of the Action plan Form. Use of Logical Framework principles could be also profitable for the planning exercise. PP7 offer to avail materials in this concern was welcomed.
More discussion followed on the most convenient size of the document and the language to be used. It was pointed that that the English version to be approved by the Programme Joint Secretariat should be concise, possibly not exceeding 15-20 pages. Suggestions were collected and LP undertook to provide a specific presentation on the AP template being elaborated further with spreadsheets and other diagrams as well as supplemented with guiding notes for its compilation. The revised version will be presented in the final day of the next Study Visit in Malta.
LP also proposed an improvement of the Good Practice Search tool where GPs could be sorted out by two additional search-keys: GPS which were the subject of Study Visits and those GPS earmarked in the feed-back forms filled in by the participants at the end of each Study Visit. This improvement is meant to facilitate the future discussion on the possible contents of the 4 Tutoring Sessions being planned to take place in spring 2020.



Study Visit n° 6 - participants along the road from Castagneto Carducci to Bolgheri, 28th October 2019

# APPENDIX

**A1 Agenda of Study Visit n. 6**
**A2 List of participants with signatures (for each day of SV6)**
**A3 Logistic note of the Study Visit n. 6**
**A4 List of PPT presentations**
**A5 Template of SV feedback form**

## A.1 Agenda of Study Visit n. 6

**STUDY VISIT N. 6**
**Final Agenda**
**Place and dates:** ***Livorno Province, Tuscany - 27-31 October2019***
**(*arrival: 27/10) - Days 1 (28/10) -2 (29/10) -3 (30/10) – (departure 31/10)***

***Language: English***

| **Sunday 27 October** | | **Notes** |
|---|---|---|
| Arrival in Livorno | Accommodation at Hotel Palazzo. | Dinner: free evening for partners |
| **Monday 28 October** | | |
| 8.00 – 8.30 registration<br>8.30 – 9.30 workshop | Workshop in the hotel: Welcome. Presentation of the Program of Study Visit n. 6. Territorial Context Analysis of Tuscany region and Livorno province Summary of Good Practices to be visited | Open Coffee Break |
| 9.45 -13 | Departure and transfer by bus to Marina di Bibbona station. Transfer by electric train to one beach; welcome by the Mayor + presentation of beach survey, inventory and signaling by prof. Pranzini (University of Florence – GP P.E.R.L.A. 1).<br>Transfer by bus to San Guido parking. Continuing by electric train to Bolgheri ( P.E.R.L.A. 2 : an example of sustainable mobility connecting villages with coastal resorts) | |
| Tasting session plus lunch | Bolgheri:<br>wine and oil tasting (organized by Castagneto Municipality); lunch follows in a local restaurant. | "Un mare di agrumi" (GP) :<br>*Tasting session:* hosted by Tuscany Region<br>*Restaurant:* Enoteca Tognoni - € 30 per person – at partners' charge. |
| Afternoon<br>from 16.30 onwards | Transfer by bus to Marina di Castagneto (Tombolo Talasso Resort):<br>- presentation of beach safety and information on accessibility - WebGIS Portal (GP P.E.R.L.A. 1)<br>- Presentation of "Un mare di agrumi" (GP) and its components<br>- mini workshop with doctor explaining the Thalassotherapy Health Path (swimming suites, bath caps & slippers required) | "Un mare di agrumi" (GP): Thalassotherapy Health Path visit. |
| Dinner<br>20.30 | Light healthy dinner (menu contents as anticipated in the mini workshop, combined with the Thalassotherapy Health Path). | Dinner hosted by Tuscany Region |
| **Tuesday 29 October** | | **Notes** |
| Morning: 8:00 hrs | Departure by bus to Val di Cornia, with arrival at 9:00 | |
| 9:00-10:15 | Indoor session at Villa Lanzi: presentation of Val di Cornia Parks and Museums system, its management body and governance tools, performance data (including social report, certifications, local sentiment analysis, PArcheoCard and PArcheoPass). Presentation of physical interventions ensuring accessible paths and structures. | Coffee-break |
| 10:15-11:00 | Visit to Lanzi-Temperino gallery (by train). | Tickets by Tuscany Region |
| 11:00 -11:45 | Visit of the Temperino mining site. Transfer to Baratti. | Tickets by Tuscany Region |
| Light lunch: 12:30 | Refreshment point at Ristoro Baratti | At partners' charge (€ 22) |

| | | |
|---|---|---|
| Afternoon:<br>14:00-16:15 | Archaeological visit to the Baratti-Populonia area: Necropolis and Acropolis.<br>Historical celebration (toast) with typical wines at the site of the Etruscan Hut (Via dell'Acropoli) | Entry-fees and celebration toast hosted by Tuscany Region |
| 16:30 | Transfer by bus to Piombino Museum | |
| 17:00-18:00 | Visit of Piombino Museum (with special route devoted to blind persons) | Tickets by Tuscany Region |
| 18:00 | Departure to Piombino port for transfer by boat to Elba island (19:00 hrs) | Boat tickets by Tuscany Region |
| 20:00 | Arrival in Elba and transfer to the Hotel Plaza, Hotel Approdo or other accommodation on site (Porto Azzurro). | |
| 21:00 | Event-game dinner (calculation of calories to be consumed the following day).<br>3 options (1. No-guilty tasting 2. Remise en forme 3. Sport | Mickey Mouse restaurant: dinner hosted by Tuscany Region |

| **Wednesday 30 October** | | |
|---|---|---|
| Departure 8.00 am from Hotel Plaza by bus | Medicean fortresses: historical trail - multi-point museum<br>Visit to Portoferraio infopoint, headquarter of the CAT of Elba Island, (GP " A governance system for associated management : Local Transport System and SAPE") | GP "Un mare di agrumi" |
| Light lunch 12.30 | "*Miner's menu*". Organized with the assistance of the local hotelier institute (involvement of schools in Livorno Province various projects, GP) | Lunch hosted by Tuscany Region |
| Afternoon:<br>14.00 – 17:00 hrs | - Monte Calamita: mining route and enhancement of mine caves also for cultural and musical events. Other routes available (food and wine, citrus fruits) -> specific tourist packages and their organization according to tourists' needs. | GP "Un mare di agrumi" |
| 17:00 – 19:00 hrs | - Final workshop in the Living Lab: evaluation of the Good Practices visited and GP earmarking for future tutoring session and IE Policy Learning Platform.<br>- Session on Action Plan preparation and related template; tutoring sessions (presentation of an initial matrix by GP and ThreeT 4 macro-categories)<br>- Farewell greetings. | |
| Dinner 20:30 | Food and wine (*Fisherman's menu*): the experience of enhancing the value of local agricultural and fishing products | Dinner hosted by Tuscany Region |
| ***Thursday 31 October*** | | |
| *Morning* | Morning transfer from hotel to Portoferraio port.<br>Transfer to Piombino Marittimo by boat.<br>Partners will continue by bus/train to Livorno-Pisa or by bus/train to Rome (see: Logistic Note) | Boat tickets at partners' charge (approx. € 13 per person) |

## A.2 List of participants with signatures (for each day of SV6)



### STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 1

DAY 1

1. **DATE | TIME | VENUE**

28.10.2019| Hotel Palazzo (Livorno)

2. **PARTICIPANTS**

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 1 | Irene Nicotra | LP - Italy | |
| 2 | Emiliano Carnieri | PP2 - Italy | |
| 3 | Lara Parenti | LP - Italy | |
| 4 | Carlo Magnarapa | LP - Italy | |
| 5 | Alessandro Greco | LP - Italy | |
| 6 | Paolo Basile | LP - Italy | |
| 7 | Ivo Tartaglia | LP - Italy | |
| 8 | Claudio Salvucci | LP – Italy Stakeholder | |
| 9 | Liisa Bergius | PP3 - Finland, Partner | |
| 10 | Lea Goyal | PP3 - Finland, Stakeholder_Central Finland ELY-Centre | |
| 11 | Pirjo Mustonen | PP3 - Finland, Stakeholder-Central Finland Health Care District_Our Path | |
| 12 | Susanna Nuijanmaa | PP3 - Finland, Stakeholder_JAMK UAS | |
| 13 | Joe Azzopardi | PP4 | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 1

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 14 | David Mallia | PP4 | |
| 15 | David Cassar | PP4 | |
| 16 | Ghislaine Calleja | PP4 | |
| 17 | Kevin Fsadni | PP4 | |
| 18 | Michael Meyer | PP4 | |
| 19 | Kinga Puchowska | PP5 - Poland | |
| 20 | Dominika Kosiewicz | PP5 - Poland | |
| 21 | Rafał Borzyszkowski | PP5 – Poland stakeholder | |
| 22 | Dorota Borzyszkowska | PP5 – Poland stakeholder | |
| 23 | King Nowinska | PP5 – Poland stakeholder | |
| 24 | Wojciech Szczęsny | PP5 – Poland stakeholder Regional Assembly member | |
| 25 | Alina Szasz | PP7 - Romania | |
| 26 | Ruxandra Dumbrava | PP7 - Romania | |
| 27 | Ioana Bogdan | PP7 - Romania | |
| 28 | Adrian Iatan | PP7 - Romania | |
| 29 | Catalin Frangulea | PP7 - Romania | |
| 30 | Michael Orleanu | PP7 - Romania | |
| 31 | Németh Adrienn | PP8 - Hungary | |
| 32 | dr. Balázsy Péter | PP8 - Hungary | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 1

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 33 | Polgár Tibor | PP8 – Hungary Stakeholder | |
| 34 | Kárpáti Veronika | PP8 – Hungary Stakeholder | |
| 35 | Katona Zsuzsanna | PP8 – Hungary Stakeholder (Managing Authority) | |
| 36 | Christian Piterek | PP9 - Germany | |
| 37 | Dagmar Meinen | PP9 – Germany Stakeholder (Managing Authority) | |
| 38 | Harald Franz | PP9 – Germany Stakeholder | |
| 39 | Carlos Carrillo | PP9 - Tenerife | |
| 40 | Pedro Gomez | PP9 - Tenerife | |
| 41 | Rosa Marina Gonzalez Marrero | PP9 - Tenerife Stakeholder | |
| 42 | Angel Simón Marrero Linares | PP9 - Tenerife Stakeholder | |
| 43 | Prof. Enzo Pranzini, University of Florence | LP – Italy Speaker | |
| 44 | MOTRONI SILVIA | LP- [illegible] ITALY | |
| 45 | MASSIMILIANO GIUNTI | CONFESERCENTI TOSCANA | |
| 46 | MASSIMILIANO PETRI | LP- ITALY | |
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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 2

DAY 2

### 1. DATE | TIME | VENUE

29.10.2019| Parchi Val di Cornia

### 2. PARTICIPANTS

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 1 | Irene Nicotra | LP - Italy | |
| 2 | Emiliano Carnieri | PP2 - Italy | |
| 3 | Lara Parenti | LP- Italy | |
| 4 | Ivo Tartaglia | LP - Italy | |
| 5 | Claudio Salvucci (SIMURG) | LP – Italy Stakeholder | |
| 6 | Silvia Guideri | RT – Italy Stakeholder | |
| 7 | Ivo Tartaglia | LP - Italy | |
| 8 | Liisa Bergius | PP3 - Finland, Partner | |
| 9 | Lea Goyal | PP3 - Finland, Stakeholder_Central Finland ELY-Centre | |
| 10 | Pirjo Mustonen | PP3 - Finland, Stakeholder-Central Finland Health Care District_Our Path | |
| 11 | Susanna Nuijanmaa | PP3 - Finland, Stakeholder_JAMK UAS | |
| 12 | Joe Azzopardi | PP4 | |
| 13 | David Mallia | PP4 | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 2

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 14 | David Cassar | PP4 | |
| 15 | Ghislaine Calleja | PP4 | |
| 16 | Kevin Fsadni | PP4 | |
| 17 | Michael Meyer | PP4 | |
| 18 | Kinga Puchowska | PP5 - Poland | |
| 19 | Dominika Kosiewicz | PP5 - Poland | |
| 20 | Rafał Borzyszkowski | PP5 – Poland stakeholder | |
| 21 | Dorota Borzyszkowska | PP5 – Poland stakeholder | |
| 22 | King Nowinska | PP5 – Poland stakeholder | |
| 23 | Wojciech Szczęsny | PP5 – Poland stakeholder<br>Regional Assembly member | |
| 24 | Alina Szasz | PP7 - Romania | |
| 25 | Ruxandra Dumbrava | PP7 - Romania | |
| 26 | Ioana Bogdan | PP7 - Romania | |
| 27 | Adrian Iatan | PP7 - Romania | |
| 28 | Catalin Frangulea | PP7 - Romania | |
| 29 | Michael Orleanu | PP7 - Romania | |
| 30 | Németh Adrienn | PP8 - Hungary | |
| 31 | dr. Balázsy Péter | PP8 - Hungary | |
| 32 | Polgár Tibor | PP8 – Hungary Stakeholder | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 2

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 33 | Kárpáti Veronika | PP8 – Hungary Stakeholder | |
| 34 | Katona Zsuzsanna | PP8 – Hungary Stakeholder (Managing Authority) | |
| 35 | Christian Piterek | PP9 - Germany | |
| 36 | Dagmar Meinen | PP9 – Germany Stakeholder (Managing Authority) | |
| 37 | Harald Franz | PP9 – Germany Stakeholder | |
| 38 | Carlos Carrillo | PP9 - Tenerife | |
| 39 | Pedro Gomez | PP9 - Tenerife | |
| 40 | Rosa Marina Gonzalez Marrero | PP9 - Tenerife Stakeholder | |
| 41 | ANGEL MARRERO | PP9 - Tenerife Stakeholder | |
| 42 | [illegible] | | |
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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 3

DAY 3

### 1. DATE | TIME | VENUE

30.10.2019| Isola d'Elba

### 2. PARTICIPANTS

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 1 | Irene Nicotra | LP - Italy | |
| 2 | Emiliano Carnieri | PP2 - Italy | |
| 3 | Lara Parenti | LP- Italy | |
| 4 | Ivo Tartaglia | LP - Italy | |
| 5 | Claudio Salvucci (SIMURG) | LP – Italy Stakeholder | |
| 6 | Silvia Guideri | RT – Italy Stakeholder | |
| 7 | Claudio della Lucia | LP – Italy Stakeholder | |
| 8 | Massimiliano Petri | LP – Italy Stakeholder | |
| 9 | Liisa Bergius | PP3 - Finland, Partner | |
| 10 | Lea Goyal | PP3 - Finland, Stakeholder_Central Finland ELY-Centre | |
| 11 | Pirjo Mustonen | PP3 - Finland, Stakeholder-Central Finland Health Care District_Our Path | |
| 12 | Susanna Nuijanmaa | PP3 - Finland, Stakeholder_JAMK UAS | |
| 13 | Joe Azzopardi | PP4 | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 3

| N. | NAME AND SURNAME (in block letters) | Partner /stakeholder | SIGNATURE |
|---|---|---|---|
| 14 | David Mallia | PP4 | |
| 15 | David Cassar | PP4 | |
| 16 | Ghislaine Calleja | PP4 | |
| 17 | Kevin Fsadni | PP4 | |
| 18 | Michael Meyer | PP4 | |
| 19 | Kinga Puchowska | PP5 - Poland | |
| 20 | Dominika Kosiewicz | PP5 - Poland | |
| 21 | Rafał Borzyszkowski | PP5 – Poland stakeholder | |
| 22 | Dorota Borzyszkowska | PP5 – Poland stakeholder | |
| 23 | King Nowinska | PP5 – Poland stakeholder | |
| 24 | Wojciech Szczęsny | PP5 – Poland stakeholder Regional Assembly member | |
| 25 | Alina Szasz | PP7 - Romania | |
| 26 | Ruxandra Dumbrava | PP7 - Romania | |
| 27 | Ioana Bogdan | PP7 - Romania | |
| 28 | Adrian Iatan | PP7 - Romania | |
| 29 | Catalin Frangulea | PP7 - Romania | |
| 30 | Michael Orleanu | PP7 - Romania | |
| 31 | Németh Adrienn | PP8 - Hungary | |
| 32 | dr. Balázsy Péter | PP8 - Hungary | |

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## STUDY VISIT N. 6 - LIST OF PARTICIPANTS – day 3

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|---|---|---|---|
| 33 | Polgár Tibor | PP8 – Hungary Stakeholder | |
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| 35 | Katona Zsuzsanna | PP8 – Hungary Stakeholder (Managing Authority) | |
| 36 | Christian Piterek | PP9 - Germany | |
| 37 | Dagmar Meinen | PP9 – Germany Stakeholder (Managing Authority) | |
| 38 | Harald Franz | PP9 – Germany Stakeholder | |
| 39 | Carlos Carrillo | PP9 - Tenerife | |
| 40 | Pedro Gomez | PP9 - Tenerife | |
| 41 | Rosa Marina Gonzalez Marrero | PP9 - Tenerife Stakeholder | |
| 42 | ANGEL MARRERO | PP9 - Tenerife Stakeholder | |
| 43 | MASSIMILIANO PETRI | LP- ITALY | |
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**A3 Logistic note of the Study Visit n. 6**

# LOGISTIC NOTE

Study Visit n. 6
27-**28-29-30**-31 October 2019,
Livorno province, Italy

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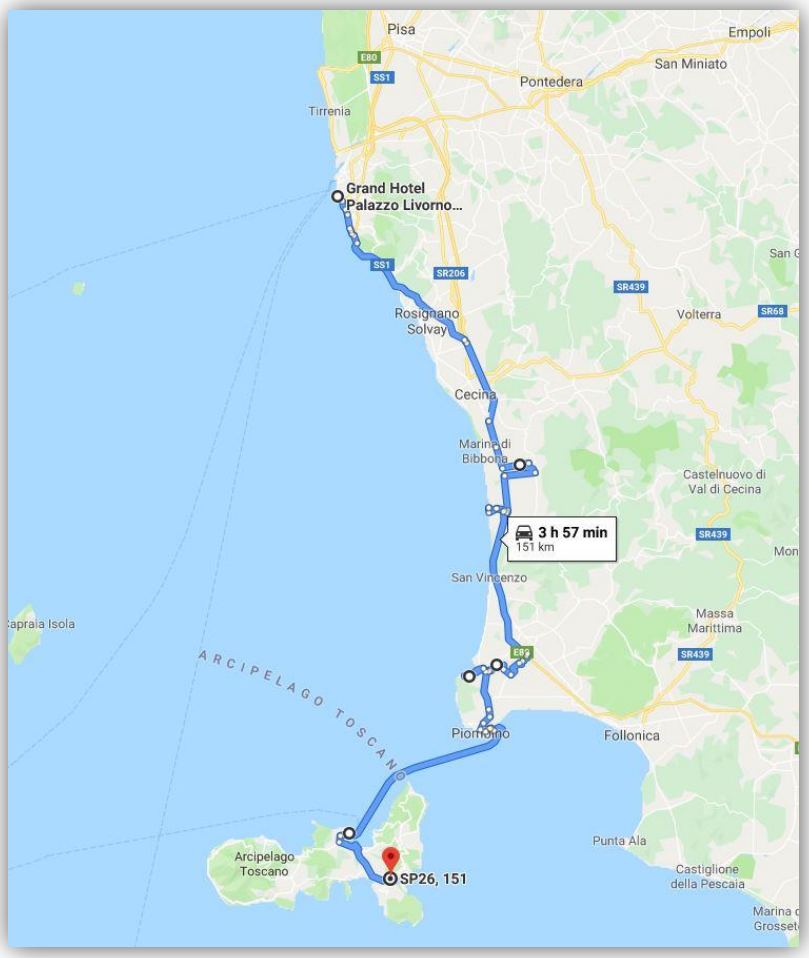
## 1. VENUE AND ITINERARY MAP

We are glad to welcome all of the participants to the Study Visit no. 6. The visit will be hosted in various locations within the territory of Livorno province (see map with routes and stop-points). The starting point will be :

| Venue point | Web | Email | Phone: |
|---|---|---|---|
| **Grand Hotel Palazzo 28th October at 8:00 am** | https://www.ghpalazzo.it/it/hotel-livorno-5-stelle/ | ricevimento@ghpalazzo.it | +39 0586 260836 |

**See the position on the map in section 3. « Accommodation »**



**2. REGISTRATION DESK**

Registration desk will be located at Grand Hotel Palazzo, at the entrance to ThreeT meeting room. Registration will be open on 28th October 2019 from 08:00 hrs until 8 :30 hrs.

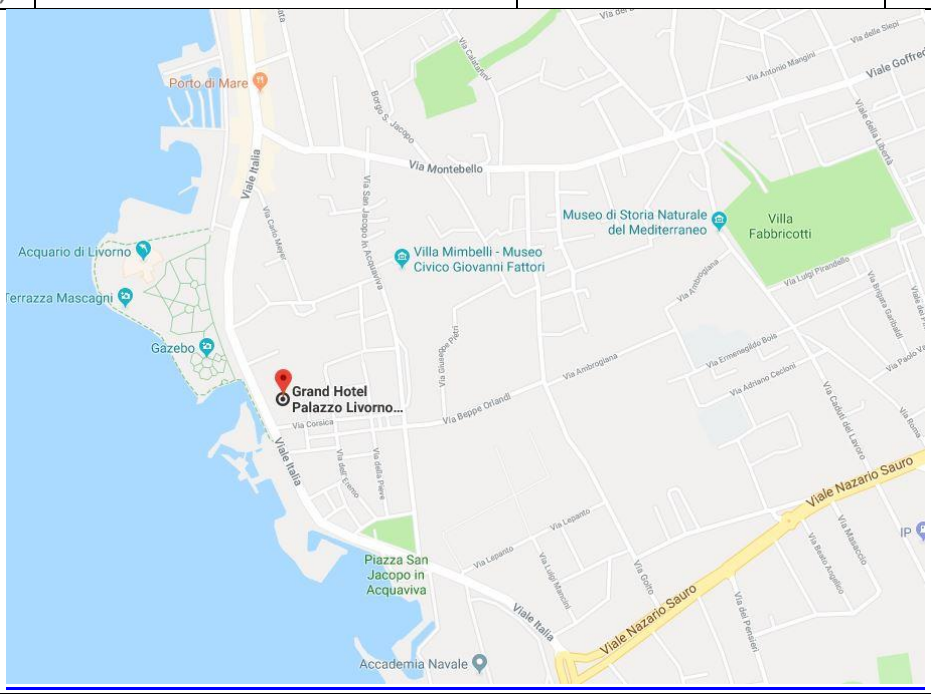
**3. ACCOMMODATION**

Please be informed that special rates have been agreed upon with the proposed hotels. Please use **"THREET" promotion code as reference.**
Participants are invited to book their accommodation via email directly to the following hotels (see list below) :

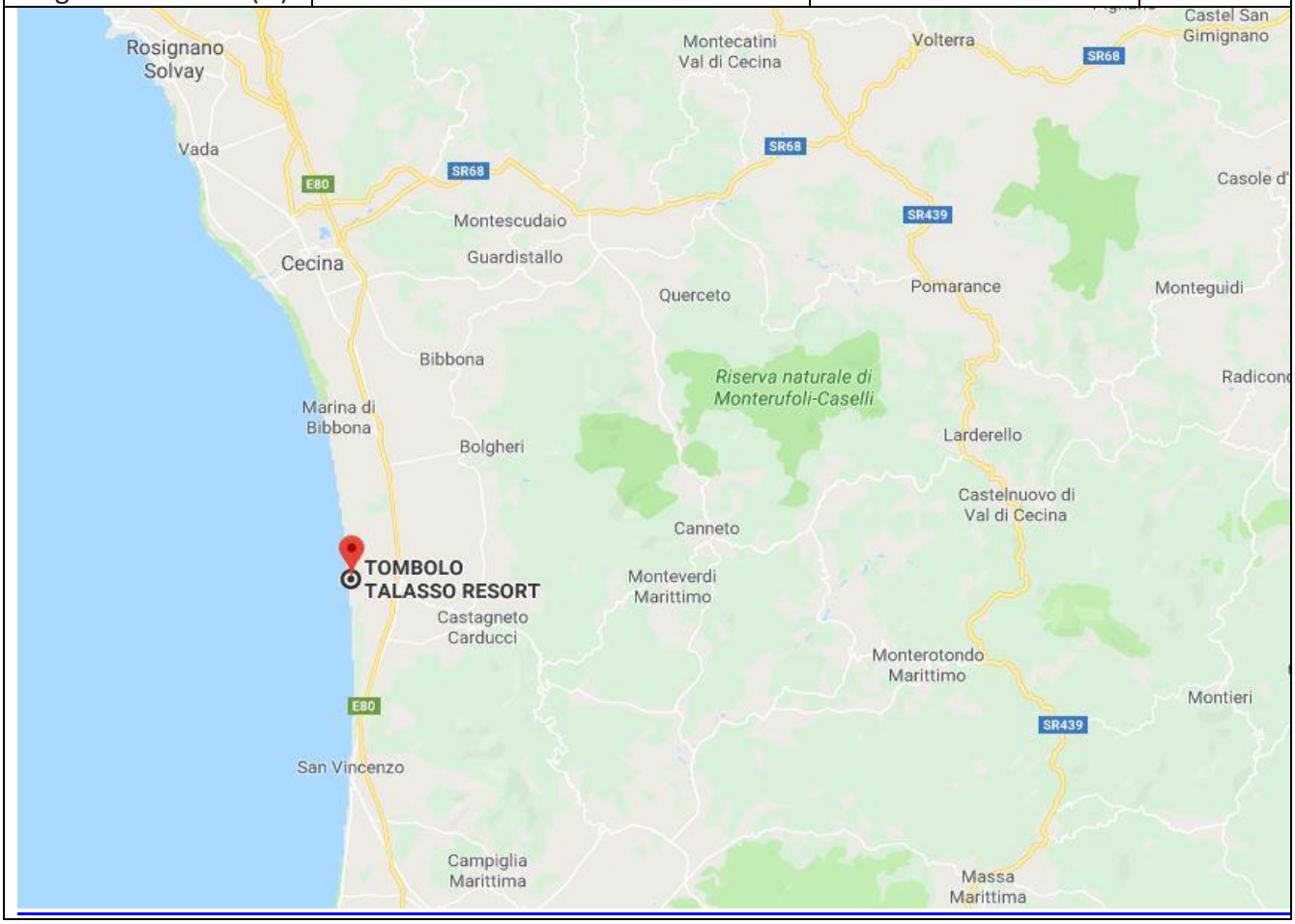
| Hotel | Location | Currency | Double | Single | Night |
|---|---|---|---|---|---|
| Grand Hotel Palazzo | Livorno | EUR | 121 incl. breakfast | 105 (double single use) incl. breakfast | 27th October |
| Tombolo Talasso Resort | Marina di Castagneto Carducci | EUR | 150 incl. breakfast & spa/beach services | 120 | 28th October |
| Hotel Plaza | Portoferraio | EUR | 90 (standard) 150 (comfort) 180 (superior) | | 29th & 30th October |
| Hotel Approdo (other option) | Portoferraio | EUR | 80 incl. breakfast | 75 incl. breakfast | 29th & 30th October |

Modes of payment: payments can be made by cash (Euro), credit card, or bank advance transfer. Kindly, cross-check with each hotel as needed.

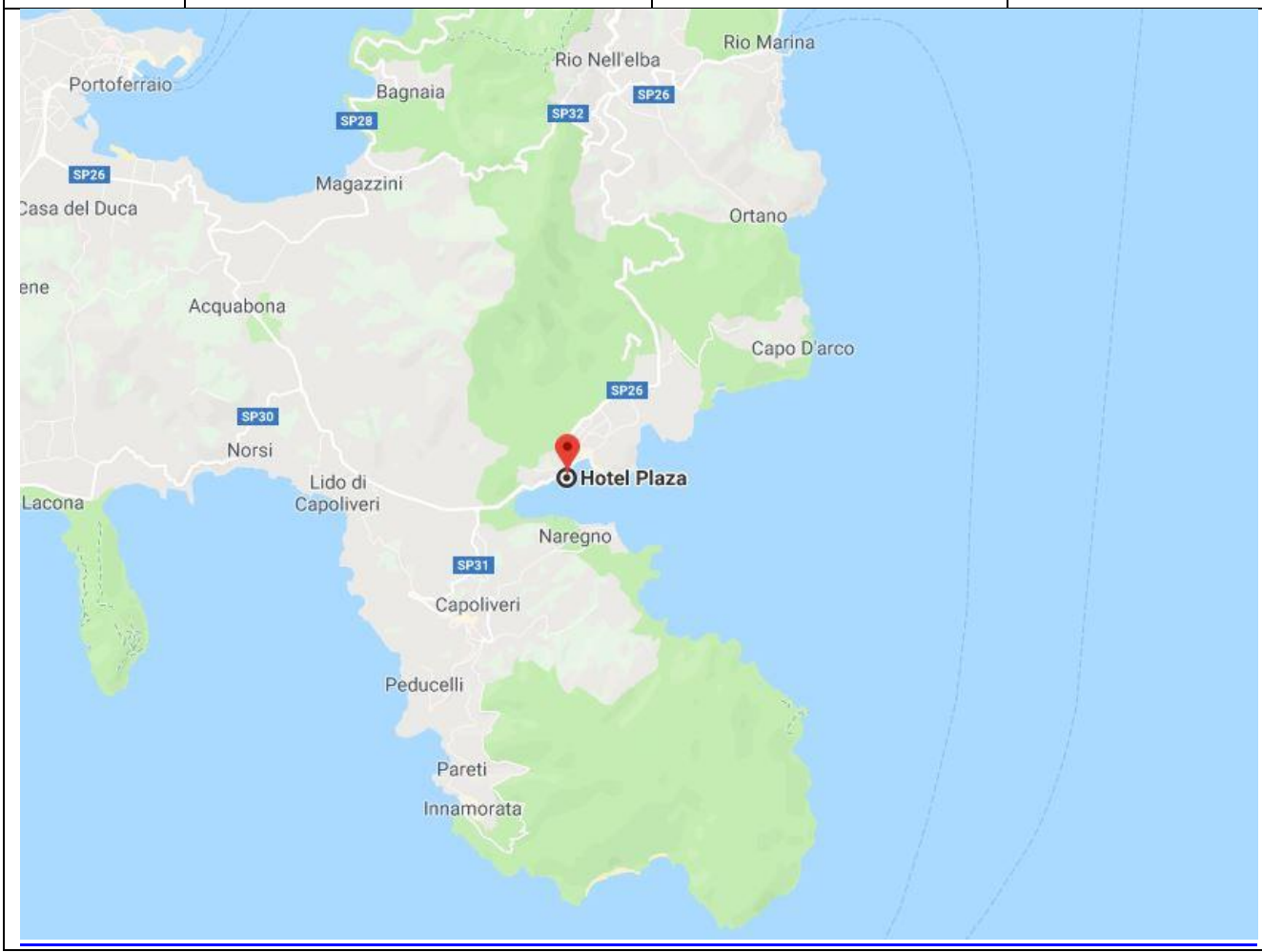
| Hotel | Web | Email | Phone: |
|---|---|---|---|
| **Grand Hotel Palazzo (venue)** viale Italia, 195 57125 Livorno, | https://www.ghpalazzo.it/it/hotel-livorno-5-stelle/ | ricevimento@ghpalazzo.it | +39 0586 260836 |



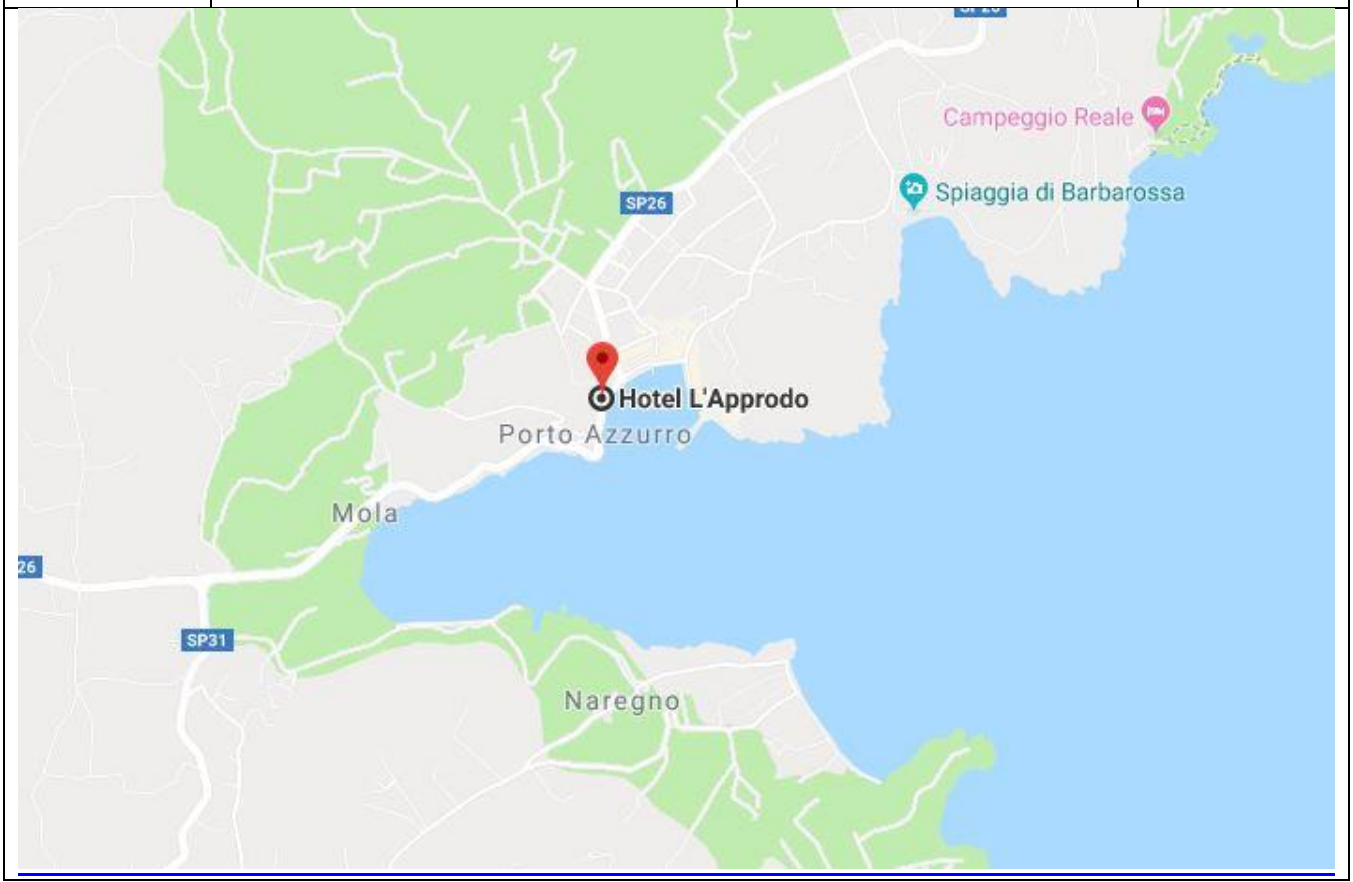
| Hotel | Web | Email | Phone: |
|---|---|---|---|
| **Tombolo Talasso Resort**<br>Via del Corallo, 3 · 57022 Marina di Castagneto Carducci (LI) | https://www.tombolotalasso.it/it/home | info@tombolotalasso.it | +39 0565 74530 |



| Hotel | Web | Email | Phone: |
|---|---|---|---|
| **Hotel Plaza,** Loc. Fanalet-to, 57036 Porto Azzur-ro | https://www.hotelplazaelba.com | info@hotelplazaelba.com | +39 0565 95010 |



| Hotel | Web | Email | Phone: |
|---|---|---|---|
| **Hotel L'Approdo,** Via V. Veneto, 18, 57036 Porto Azzurro | https://www.hotelapprodoelba.com | info@hotelapprodoelba.com | +39 0565-95-315 |



**4. GETTING TO LIVORNO UPON ARRIVAL (27th October)**

**4.1. By train/bus from PISA AIRPORT:**

- Step 1. Transfer from Pisa Airport to Pisa Central Station by electric driverless train PISA MOVER - 5 Euro)
- Step 2. By train, Pisa Centrale – Livorno Central Station (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 3. By bus - terminal in front of Livorno Central Station -> Hotel Gran Palazzo by bus Lam BLU - go down at bus-stop Italia 5 (https://moovitapp.com)

**4.2. By train/bus from ROME AIRPORT:**

- Step 1. Transfer from Rome Airport (Fiumicino or Ciampino) to Rome Termini railway station by bus with several options (Ciampino airport) or by Leonardo Express train or by bus with several options ( Fiumicino Airport)
  https://www.trenitalia.com/it/treni_regionali/lazio/leonardo_express.html
  https://www.checkmybus.com/fiumicino/rome-fiumicino-airport
  https://www.checkmybus.com/rome/rome-ciampino-airport
- Step 2. By train, Roma Termini Centrale – Livorno Central Station (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 3. By bus - terminal in front of Livorno Central Station -> Hotel Gran Palazzo by bus Lam BLU - go down at bus-stop Italia 5 (https://moovitapp.com)

**5. RETURN TO PISA/ROME AIRPORTS (31st October)**

**5.1. Transfer by bus from Porto Azzurro hotels to Portoferraio port**

(provided by hosting partner)

**5.2 Transfer by boat from Portoferraio to Piombino port**

Tickets at partners' charge (approx 12-13 € single journey)

**5.3. By bus/train to PISA AIRPORT:**

- Step 1. Transfer from Piombino Port to Campiglia Marittima Railway Station by Tiemme bus https://www.rome2rio.com/it/map/Piombino/Stazione-di-Campiglia-Marittima or by train (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 2. By train, from Campiglia Marittima –> Pisa Central Station (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 3. Transfer to Pisa Airport from Pisa Central Station by electric driverless train PISA MOVER - 5 Euro)

**5.4. By bus/train to ROME AIRPORT:**

- Step 1. Transfer from Piombino Port to Campiglia Marittima Railway Station by Tiemme bus https://www.rome2rio.com/it/map/Piombino/Stazione-di-Campiglia-Marittima or by train (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 2. By train from Campiglia Marittima –> Roma Termini railway station (https://www.trenitalia.com/it/informazioni/acquisti_online.html)
- Step 3. Transfer from Rome Termini railway station to Rome Airport by bus with several options (Ciampino airport) or by Leonardo Express train or by bus with several options (Fiumicino Airport)
  https://www.trenitalia.com/it/treni_regionali/lazio/leonardo_express.html
  https://www.checkmybus.com/fiumicino/rome-fiumicino-airport
  https://www.checkmybus.com/rome/rome-ciampino-airport

**6. VISA REQUIREMENTS**

Citizens of the European Union can travel to Italy with valid identity card or passport without any special restrictions.

**7. LOCAL CURRENCY CHANGE**

The official currency in Italy is EURO, which is available both in banknotes, and coins.

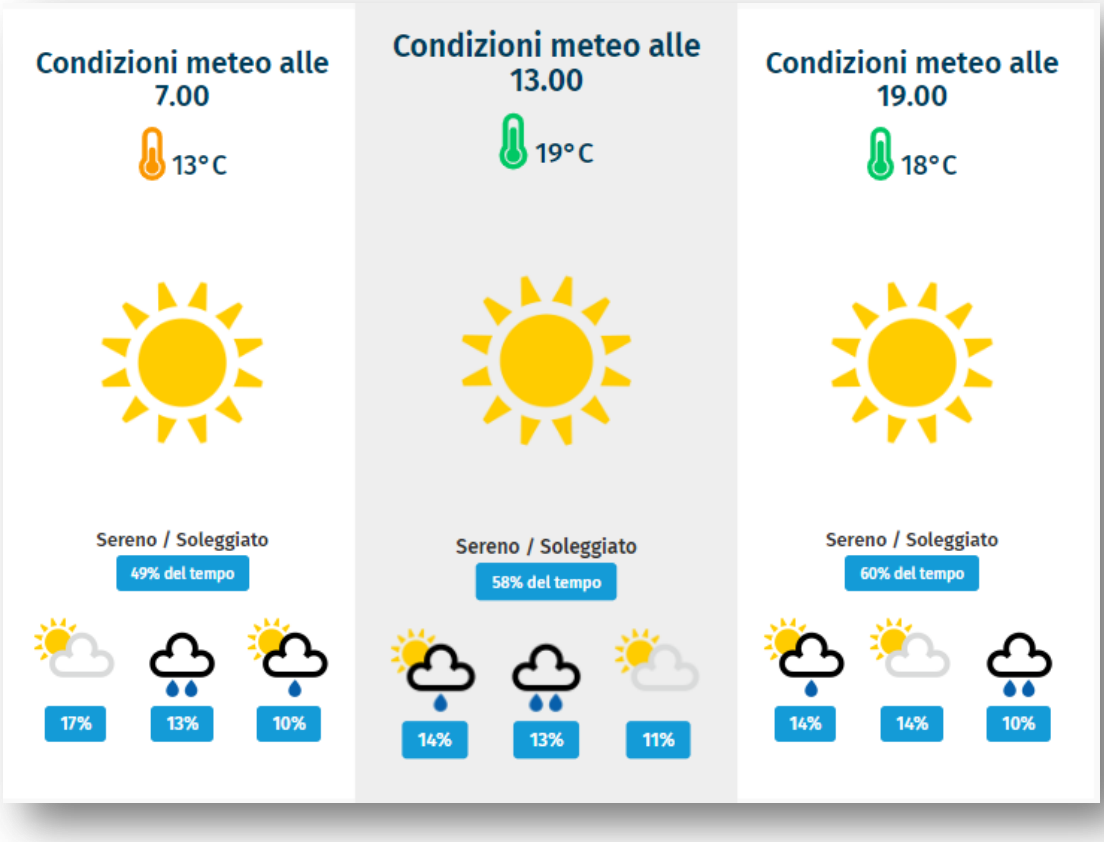
**8. USEFUL INFORMATION**

**Single European emergency number: 112**
**Electricity:** For **Italy** there are three associated **plug** types, types C, F and L. **Plug** type C is the **plug** which has two round pins, **plug** type F is the **plug** which has two round pins with two earth clips on the side and **plug** type L is the **plug** type which has three round pins.
**Italy** operates on a 230V supply voltage and 50Hz.

**9. WEATHER FORECAST**

Based on historical records for the past years. More to follow, the dates getting nearer….

*Sereno/soleggiato = clear/sunny*

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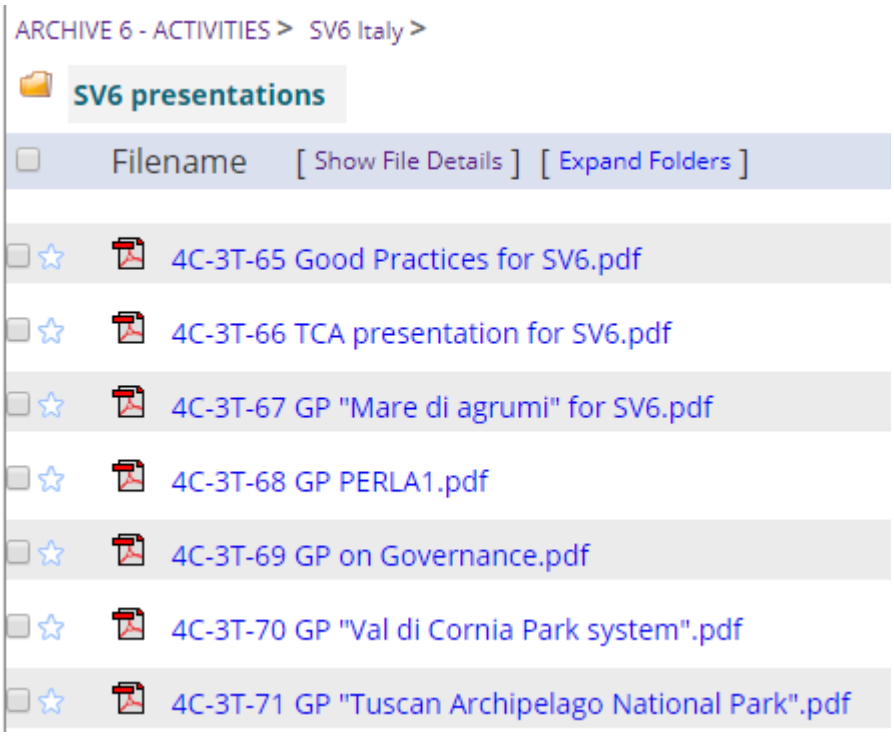
For any further information, please contact the ThreeT Team by mail:

threet@provincia.livorno.it

**A4 PPT presentations** (now available in the project internal website)



## A5 Template of SV feedback form

This form includes 5 sections (1 for each Good Practice) and a final section ("Conclusions") with recommendations and suggestions. Kindly:

1) fill in the section for each GP during the Study Visit

2) finalise the "Conclusions" during 30 October Workshop

3) hand this form over to the organising partner LP before you leave.

**Use of block letters is recommended.** Thank you!

## STUDY VISIT N. 6

## COUNTRY - Italy

| **GOOD PRACTICE 1**<br>**P.E.R.L.A. 1** | **Date of the Visit: 28.10.2019** |
|---|---|
| Partner organizing the Study Visit | Lead Partner / Tuscany Region |
| **Name of the Good Practice** | **Beach accessibility, safety and usability improved** |
| Organisation in charge of the Good Practice | Lead Partner |

| **Key issues of the Good Practice 1** | |
|---|---|
| **Please describe the success factors identified in this GP visit** | |

| | |
|---|---|
| **Please describe the constraints to a possible replication, as you may have identified them during the GP visit** | |

## GOOD PRACTICE 1 - P.E.R.L.A. 1

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **6. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | | | | |
| **7. Soft-mobility transport means** | | | | |
| **8. Information and communication support to trail visibility** | | | | |
| **9. Trail management and governance** | | | | |
| **10. Other (pls specify/Key Words) :** Sea / safety / information/ accessibility / web marketing | | | | |
| **Please justify:** | | | | |
| | | | | |

## GOOD PRACTICE 1 - P.E.R.L.A. 1

| TRANSFERABILY POTENTIAL OF THE GOOD PRACTICE |
|---|
| Transferable features / components of this Good Practice |
| *(ex. Transport intermodal facilities)* |
| Recommended steps to transfer the Good Practice to your Region |
| *(ex. Verify presence of intermodal existing or potential connections)* |
| Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan |
| *(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)* |

| GOOD PRACTICE 2<br>P.E.R.L.A. 2 | Date of the Visit: 28 & 30.10.2019 |
|---|---|
| Partner organizing the Study Visit | Lead Partner / Tuscany Region |
| Name of the Good Practice | Transport public service usability improved (MICROLOTTO) |
| Organisation in charge of the Good Practice | Lead Partner |

| Key issues of the Good Practice | |
|---|---|
| **Please describe the success factors identified in this Good Practice visit** | |

| | |
|---|---|
| **Please describe the constraints to a possible replication, as you may have identified them during the GP visit** | |

## GOOD PRACTICE 2 - P.E.R.L.A. 2

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **6. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | | | | |
| **7. Soft-mobility transport means** | | | | |
| **8. Information and communication support to trail visibility** | | | | |
| **9. Trail management and governance** | | | | |
| **10. Other (pls specify(Key Words) :** Sighting towers and other surveillance systems, de-fibrillators, beach equipment for disabled, weather information | | | | |
| **Please justify:** | | | | |
| | | | | |

## GOOD PRACTICE 2 - P.E.R.L.A. 2

| TRANSFERABILY POTENTIAL OF THE GOOD PRACTICE |
|---|
| Transferable features / components of this Good Practice |
| *(ex. Transport intermodal facilities)* |
| Recommended steps to transfer the Good Practice to your Region |
| *(ex. Verify presence of intermodal existing or potential connections)* |
| Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan |
| *(ex. Check sustainability in the medium term; verify potential cooperation among intermdal operators; etc.)* |

| GOOD PRACTICE 3<br>Parks of Val di Cornia | Date of the Visit: 29.10.2019 |
|---|---|
| Partner organizing the Study Visit | Lead Partner / Tuscany Region |
| Name of the Good Practice | Parks & Museums without barriers |
| Organisation in charge of the Good Practice | Parchi Val di Cornia S.p.A. |

| Key issues of the Good Practice | |
|---|---|
| **Please describe the success factors identified in this GP visit** | |

| | |
|---|---|
| **Please describe the constraints to a possible replication, as you may have identified them during the GP visit** | |

## GOOD PRACTICE 3 - Parks of Val di Cornia

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | | | | |
| **2. Soft-mobility transport means** | | | | |
| **3. Information and communication support to trail visibility** | | | | |
| **4. Trail management and governance** | | | | |
| **5. Other (pls specify(Key Words) :** Sighting towers and other surveillance systems, de-fibrillators, beach equipment for disabled, weather information | | | | |
| **Please justify:** | | | | |
| | | | | |

## GOOD PRACTICE 3 - Parks of Val di Cornia

| TRANSFERABILY POTENTIAL OF THE GOOD PRACTICE |
|---|
| Transferable features / components of this Good Practice |
| *(ex. Transport intermodal facilities)* |
| Recommended steps to transfer the Good Practice to your Region |
| *(ex. Verify presence of intermodal existing or potential connections)* |
| Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan |
| *(ex. Check sustainability in the medium term; verify potential cooperation among intermdal operators; etc.)* |

Mod. 5B-3T-13

# STUDY VISIT REPORT – SV6 Tuscany

| GOOD PRACTICE 4<br>**Un mare di Agrumi** | **Date of the Visit: 28 & 30.10.2019** |
|---|---|
| Partner organizing the Study Visit | Lead Partner / Tuscany Region |
| Name of the Good Practice | **A brand of thematic tourist packages linked to enogastronomy and its valorisation** |
| Organisation in charge of the Good Practice | Lead Partner |

| **Key issues of the Good Practice** | |
|---|---|
| **Please describe the success factors identified in this GP visit** | |

| | |
|---|---|
| **Please describe the constraints to a possible replication, as you may have identified them during the GP visit** | |

## GOOD PRACTICE 4 - Un mare di Agrumi

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | | | | |
| **2. Soft-mobility transport means** | | | | |
| **3. Information and communication support to trail visibility** | | | | |
| **4. Trail management and governance** | | | | |
| **6. Other (pls specify/Key Words) :** Product brand / bio-agriculture / green bio-technologies / corporate social responsibility / entrepreneurship (rural areas) / natural and cultural heritage (cross-border regi-ons) / sectoral support (tourism and rural SMEs) / sustainable tourism | | | | |

**Please justify:**

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-

## GOOD PRACTICE 4 - Un mare di Agrumi

| TRANSFERABILY POTENTIAL OF THE GOOD PRACTICE |
|---|
| Transferable features / components of this Good Practice |
| *(ex. Transport intermodal facilities)* |
| Recommended steps to transfer the Good Practice to your Region |

| |
|---|
| *(ex. Verify presence of intermodal existing or potential connections)* |
| Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan |
| *(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)* |

| GOOD PRACTICE 5<br>**Governance system for an associated management** | **Date of the Visit: 28 & 30.10.2019** |
|---|---|
| Partner organizing the Study Visit | Lead Partner / Tuscany Region |
| Name of the Good Practice | **A governance system for associated management : Local Transport System and SAPE** |
| Organisation in charge of the Good Practice | Lead Partner |

| **Key issues of the Good Practice** | |
|---|---|
| **Please describe the success factors identified in this GP visit** | |

| | |
|---|---|
| **Please describe the constraints to a possible replication, as you may have identified them during the GP visit** | |

## GOOD PRACTICE 5 - Governance system for an associated management

| RELEVANCE OF THIS GOOD PRACTICE FOR THE FOLLOWING MACRO-CATEGORIES OF THREET PROJECT : | RELEVANCE | | | |
|---|---|---|---|---|
| | Very relevant | Relevant | Partly relevant | Not relevant |
| **1. Infrastructure and service to/along the trail (inter-modality exchange, accessibility and connectivity)** | | | | |
| **2. Soft-mobility transport means** | | | | |
| **3. Information and communication support to trail visibility** | | | | |
| **4. Trail management and governance** | | | | |
| **7. Other (pls specify/Key Words) :** Strategy / EU / Governance / Territorial Planning | | | | |

**Please justify:**

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## GOOD PRACTICE 5 - Governance system for an associated management

**TRANSFERABILY POTENTIAL OF THE GOOD PRACTICE**

| Transferable features / components of this Good Practice |
|---|
| *(ex. Transport intermodal facilities)* |
| **Recommended steps to transfer the Good Practice to your Region** |
| *(ex. Verify presence of intermodal existing or potential connections)* |
| **Specific actions regarding the Good Practice, recommended to be implemented when drafting your Action Plan** |
| *(ex. Check sustainability in the medium term; verify potential cooperation among intermodal operators; etc.)* |

## CONCLUSIONS

## 1. RECOMMENDATIONS REGARDING THE GOOD PRACTICES VISITED

| | | | | | |
|---|---|---|---|---|---|
| **YOUR RECOMMENDATION** | **Good Practice 1** | **Good Practice 2** | **Good Practice 3** | **Good Practice 4** | **Good Practice 5** |
| | P.E.R.L..A. 1 | P.E.R.L..A. 2 | Parks of Val di Cornia | Un mare di agrumi | Governance system for an associated management |
| **Which Good Practice would you select for the Tutoring Session? (indicate 1-2 GP maximum by crossing the box -> )** | | | | | |
| **Please, explain why:** | | | | | |
| **Which Good Practice would you propose to be uploaded in the IE Policy Learning Platform? (indicate 1-2 GP maximum by crossing the box -> )** | **Good Practice 1** | **Good Practice 2** | **Good Practice 3** | **Good Practice 4** | **Good Practice 5** |
| | P.E.R.L..A. 1 | P.E.R.L..A. 2 | Parks of Val di Cornia | Un mare di agrumi | Governance system for an associated management |
| | | | | | |
| **Please, explain why:** | | | | | |

## 2. RECOMMENDATIONS ABOUT STUDY VISIT ORGANISATION

**2.1. How would you suggest to improve the organization of the next Study Visits? (check all boxes that**

**apply)**

- ☐ Provide better information before the start of a Study Visit (SV)
- ☐ Clarify better the objectives and relevance for the stakeholders being invited to attend the SV
- ☐ Reduce the duration of presenting an individual good practice
- ☐ Increase the duration of presenting an individual good practice
- ☐ Present in more details the operational methods for implementing a good practice
- ☐ Present also any initial difficulties encountered and solutions provided
- ☐ Promote the exchange of information/comments/queries between stakeholders during the Visit
- ☐ Provide more comprehensive information about good practices in general
- ☐ Other (specify): .....

.....

**2.2. Please provide additional suggestions on how to possibly improve the organization of the next Study Visits. The SV hosting partners will be grateful!**

| |
|---|
| |

Your opinion and advice are important to us; thank you for sharing them!

*No name is needed*. Just indicate: **Country:** _____

☐ **Partner**
☐ **Stakeholder**