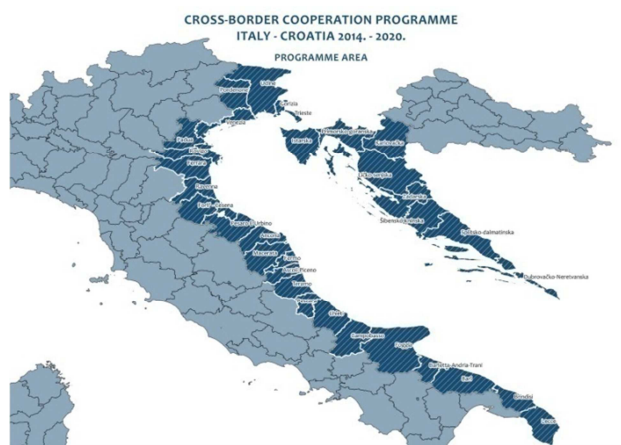


# **European Territorial Cooperation ITALY - CROATIA CBC Programme 2014-2020**



## **Results of the stakeholders consultation**

**September 2014**

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## Introduction

The survey has been launched on August 25<sup>th</sup> until September 12<sup>th</sup> (21 days) through the online tool provided from SogesSolution. After a general introduction, the survey grid included 4 main sections

- 5 pre-selected TOs RANKINGS (from strategic > to not relevant)
- 9 Pre-selected IPs Ranking with the option to propose some eligible actions for the IPs selected as strategic and relevant
- Suggestion for the next CP improvements

The invitation was sent to 2611 stakeholders. The mailing list has been based upon both the inputs received from the TF members, on the IPA Adriatic database and on the online registration.

## Participation assessment (return rate)

An invitation to the public consultation on the Italy-Croatia programme was sent to 2611 stakeholders. The return rate is on average, considering an average timeframe: 262 recipients answered the survey (Table 1), of which around 80% from Italy and 20% from Croatia. The most interested Italian province is Venice counting on 44 respondents, followed by Udine (27) and Trieste (26), ending with Bari (15) and Ancona (14). Within the Italian 213 recipients it is possible to note that 19% give a feedback from outside the programme area (Bologna, Roma, L'Aquila).

Table 1

Table 1- Geographical origin of respondents			
Italy		213	
Venezia	44		
Udine	27		
Trieste	26		
Bari	15		
Ancona	14		
Chieti; Ferrara; Pordenone; Rimini; Teramo	2		
Ascoli piceno; Fermo; Pesaro e Urbino; Rovigo	1		
BAT; Brindisi; Foggia; Pescara	0		
OUT of area (Bologna, Roma, L'Aquila)	37		
Croatia		49	
Zadarska	8		
Istarska	6		
Splitsko-dalmatinska	6		
Primorsko-goranska	5		
Dubrovačko-neretvanska	3		
Ličko-senjska	3		
Šibensko-kninska	2		
Karlovačka	1		
OUT of area (Zagreb)	15		

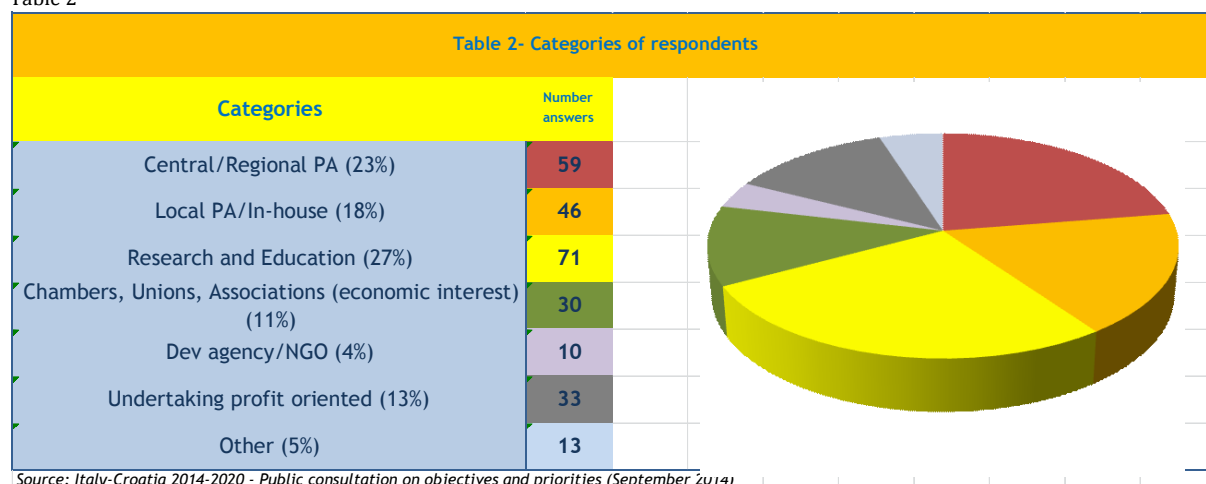
Source: Italy-Croatia 2014-2020 - Public consultation on objectives and priorities (September 2014)

The ratio of respondents/population of the eligible regions confirms the overall balance within the eligible area in terms of participation. This is particularly true for Croatia, where the half of respondents (25 out of 49) are located in the following areas: Zadarska (8), Istarska (6), Splitsko-dalmatinska (6), Primorsko-goranska (5). Finally, 15 respondents answer from outside the eligible area (Zagreb).

When it comes to participation rates per category of respondents (Table 2), this is the distribution: 27% research and education bodies, 23% central/regional PA, 18% local public authorities/In-house, 13% undertaking profit oriented, 11% chambers, unions and associations, 4% development agencies/NGO, other from outside the programme area (5%).

The overall balance of return rate per category ensures that data can be fairly compared.

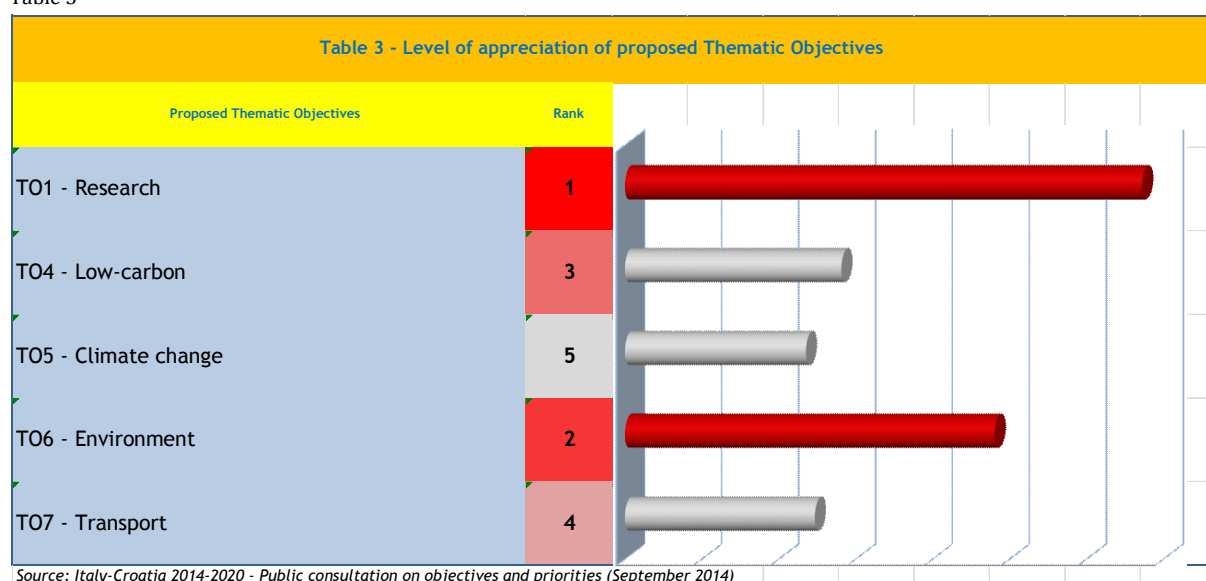
Table 2



## Thematic objectives

The ranking of thematic objectives (Table 3) is overall in line with the pre-selection of the Task Force, **T01 (research)**, **T06 (environment)** being considered more than highly relevant for Italy-Croatia area, followed by **T04 (low carbon)** and **T07 (transports)** which are ranked 3<sup>rd</sup> and 4<sup>th</sup>. **T05 (climate change)** is positioned as 5<sup>th</sup> objective but it is even so considered more than relevant by the respondents. It should be noted that the spread between the top and the bottom of the list is on average about 25%.

Table 3



A closer look at **the categories of respondents** shows on average that:

- **T01 – research (1<sup>st</sup> ranked)** was mainly selected by Research and Education bodies. Interestingly, within the T01 internal ranking, profit-oriented, tend to view the “research” objective as less strategic than other categories of respondents. This finding is worth being explored in the near future during the programme implementation and taken into account as a baseline for future ongoing evaluations when it comes to assessing the R&I needs and expectations of profit oriented bodies. Research is also the first choice for chambers, unions and associations and it is very relevant for respondents from development agencies/NGOs.
- **T06 – environment (2<sup>nd</sup> ranked)** was foremost chosen by development agencies/NGOs. Undertaking profit oriented follow at second position.
- **T04 – low carbon (3<sup>rd</sup> ranked)** was mainly identified as more than highly relevant by respondents from development agencies/NGOs and local PA/In-house bodies.
- **T07 – transport (4<sup>th</sup> ranked)** was mainly selected by development agencies/NGOs and profit-oriented category, whilst it was one of the last choices for Research and Education bodies.
- **With regards to T05 – climate change**, it was foremost chosen by profit-oriented sector, local PA/In-house authorities and development agencies/NGOs (together with Research and Education sector). These ranked it as relevant, but not strategic.

Apart from the high preference percentage registered for Research and education institutions concerning T01, it can be useful to consider that development agencies/NGOs count on the best average ranking among all categories in T04, T06 and T07. So, these data witness a strong potential coming also from territorial agencies and from the Third Sector as well.

## Investment priorities

As for IPs preferences, the results per category - on average - are overall consistent with the choices made through the first question (choice of TOs):

**T01 - Research: IP 1b)** “promoting business” is ranked first in the whole Investment Priorities classification. In particular, it was chosen by Research and Education respondents followed by development agencies/NGOs (2nd) and chambers, unions, associations of economic interest (3rd). Similarly to TO’s analysis, undertaking profit-oriented view this IP as significant but less strategic than other categories.

**T04 – Low carbon: IP 4c) and 4e)** Results are quite balanced. “energy efficiency” is better ranked than “promoting low carbon” investment priority and it has to be highlighted that IP 4c is classified third in the overall IP preference ranking. When it comes to categories preferences, it was chosen mainly by local PA/In-house (1st), with a relevant spread (about 18%) from development agencies/NGOs (2nd). A few differences are detected - on average - among all categories of respondents considering the other investment priority (4e). Local PA/In-house were the first to select IP 4e followed by undertaking profit-oriented. As final reflection, the two investment priorities can be defined as equally relevant.

**T05 – Climate change: IP 5a) and 5b)** in the framework of T05 other respondents from outside the programme area firstly chose IP 5a, followed by Research and Education sector, while IP 5b was selected by undertaking profit-oriented (1st) and by development agencies/NGOs (2nd).

**T06 – Environment : IP 6c) 6d) and 6f)** : Respondents equally lean on cultural heritage and innovative environment technologies, while biodiversity is ranked behind them. Regarding IP 6c development agencies/NGOs were the first to give their preference, together with local PA/In-house (2nd), and central/regional PA (3rd). In relation to IP 6f, local PA/In-house confirm it as top interest, profit-oriented follow at second position. The existing average percentage gap in this case is around 11%. This Investment Priority joins the second position in the overall IP's preference classification.

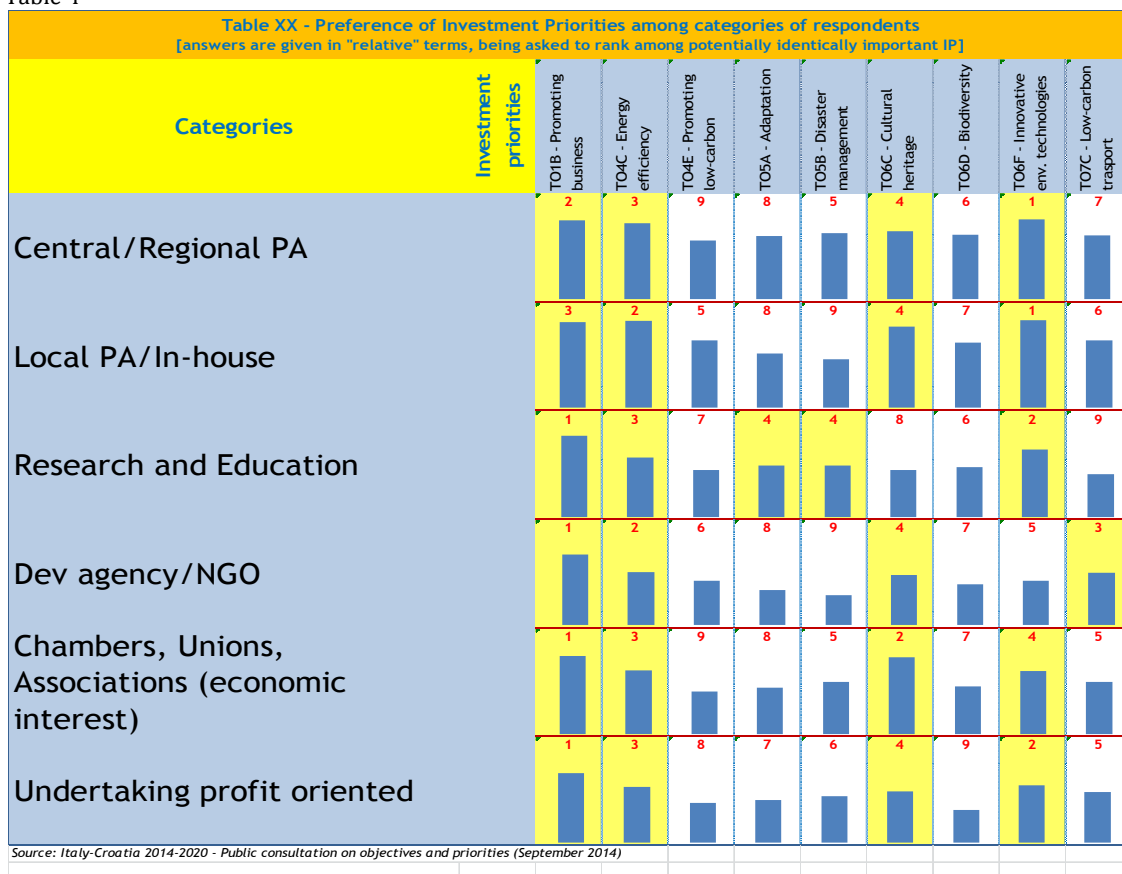
Referring to 6d investment priority it was chosen again by local PA/In-house at first position, highlighting an average percentage gap of 13% from central/regional PA (2nd position). The rest of respondents' decisions outlines a quite balanced distribution. Nevertheless, it is possible to ideally link these "green priorities" to the Public Administration sensitiveness.

**TO 7 – Transport: IP 7c)** was selected by development agencies/NGOs (1st); undertaking profit-oriented (2nd) and local PA/In-house (3rd). All the three categories are very closely placed, whilst Research and Education sector did not give a concerned feedback.

The best two choices per category of respondents, as shown by table 4, are the following:

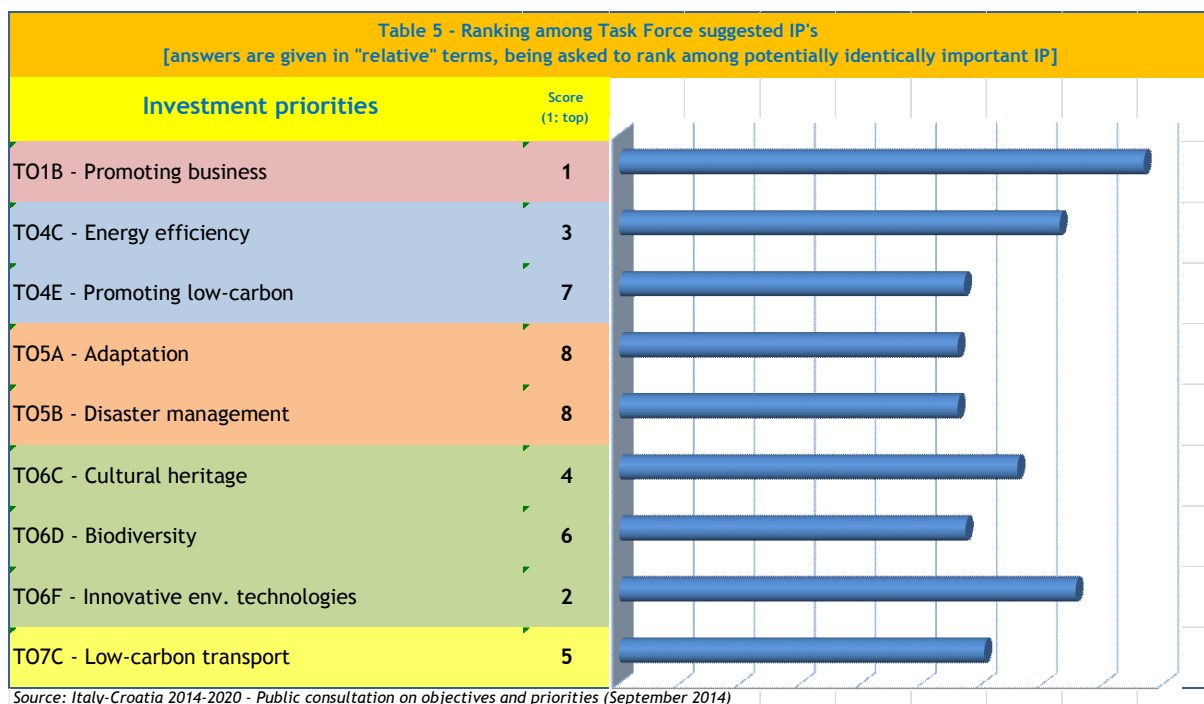
- Central/regional public authorities: IP 6f "innovative environmental technologies" and IP 1b "promoting business"
- Local PA/in-house: IP 6f "innovative environmental technologies" and IP 4c "energy efficiency"
- Research and education: IP 1b "promoting business" and IP 6f "innovative environmental technologies"
- Development agencies/NGOs: IP 1b "promoting business" and IP 6c "cultural heritage"
- Chambers, unions and associations: IP 1b "promoting business" and IP 4c "energy efficiency"
- Undertaking profit-oriented: IP 1b "promoting business" and IP 6f "innovative environmental technologies"

Table 4



Overall, as reported in table 5, the top 3 investment priority list is composed by **IP 1b) promoting business (T01)**, **IP 6f) innovative environment technologies (T06)** and **IP 4c) energy efficiency (T04)**.

Table 5



IP 6c cultural heritage and IP 7c low-carbon transport are placed 4th and 5th. However, their potential impact on Programme environment and territory can be highly relevant. Lessons learned through cross-border cooperation highlight these two IPs as fundamental assets to further deep Italy- Croatia know- how exchange.

### *Suggested actions/ remarks per investment priority*

**Within T01 – research – promoting business IP 1b),** the following actions are suggested as most relevant:

- strong technological innovation for improving existing systems for maritime safety and maritime surveillance;
- technological developments in the field of marine monitoring and forecasting for this specific area, in order to provide better services to a variety of users. IT technologies and infrastructures should be developed and tested for the efficient provision of the services. In particular, new devices and technologies able to provide information (meteo-ocean forecasting info) to the users at sea should be developed;
- Development of cross borders clusters dedicated to the field of blue economy;
- Sharing of data and knowledge by means of common tools and protocols;
- Collaboration between research institutes and university need to be strength about the aspect of the geological setting of the Adriatic Sea for the knowledge of the natural risks (earthquakes, sea level rise) to promote mitigation measures;
- In fisheries and aquaculture is necessary to provide a fitting of scientific research institutes and provide actions to disseminate results among stakeholders (fishermen, fish traders, fish farmers, etc.). in particular, it is necessary to provide for the reorganization of the marketing of fishery and logistics associated with landing and first sale with the application of new information technologies.



***Actions suggested within T04 – low carbon economy***

With regards to the **energy efficiency IP 4c)**, the following actions are suggested as most relevant:

- development and piloting of intelligent energy storage systems linked to renewable resources;
- Improve efficiency of energy networks;
- the co-development of new plants, processes and methods acting as co-demonstrators in the two Countries (as well as the neighboring ones) should be the priority;
- develop of a "easy document procedure" for loans, plans and paperwork related with public and house permits for smart energy usage and production (important for Croatian stakeholders);
- development of best practices for energy efficiency in the field of historic buildings and historic towns.

With regards to the **promoting low-carbon IP 4e)**, the following actions are suggested as most relevant:

- Low carbon mobility actions (policies, demos) for urban, inter-urban areas including electric mobility;
- Introduction of green mobility schemes, behaviors and IT solutions in urban contexts for implementing the smart city concept
- congestion mitigation actions for freight and passengers including promotion of sustainable and combined transport
- Studying key performance indicators (KPI) as a tool to harmonise sustainability assessment schemes of Urban Areas in the EU.
- Improve the environment protection and development of new energy sources by the enhancement R&D and greenhouse gas emission reduction promoting port's infrastructures energy efficiency;
- Development of alternative fuels infrastructures for supply and storage (LNG);
- Contextualizing the KPI set in a regional/geographical approach. Addressing the urban built environment providing designers, decision makers and users with certifications, trainings and services that support with the application of the KPI set. Sharing best practices, initializing application of KPI set, introducing Sustainability assessment of urban areas in local legislation/building rules, pilot project;
- Develop projects/pilot projects for the electro mobility installing charge stations in citis area, tourist area giving and offering new green services;
- Development of cycling mobility.

**Within T05 – climate change - climate change adaptation IP 5a)**, the following actions are suggested as most relevant:

- Joint plans against eutrophisations;
- Common urban planning promoting ecosystem preservation;
- Adoption of downscaled (Italy-Croatia area) climate data for better assessing local impacts and selecting adaptation strategies.

**Within T05 – climate change – disaster management IP 5b),** the following actions are suggested as most relevant:

- Oil risk prevention;
- harmonization of ballast water and dust treatment;
- Integrated control system;
- Common Resilience Management Guidelines;
- Planning of recovery actions in the areas affected by hydrogeological disaster risk;
- Adoption of common risk indicators;
- Joint prevention strategies and training

**Within T06 – environment- cultural heritage IP 6c),** the following actions are suggested as most relevant:

- High professional training programmes to share know how on heritage preservation
- Development of cultural tourism networks between coast and inland

**Within T06 – environment- biodiversity IP 6d),** the following actions are suggested as most relevant:

- ensure/contribute to effective management of marine NATURA 2000 sites;
- Enhance Marine ecosystem and marine environment monitoring/ forecasting capabilities;
- implementing coordinated Maritime spatial Planning and integrated Coastal Management: plans, tools and pilots

**Within T06 – environment- innovative environmental technologies IP 6f),** the following actions are suggested as most relevant:

- Implementing organizational models for the collection, treatment and recycling of waste
- Enhancing plans on Ballast Water Management
- Use of demos, application for waste, dangerous good management;
- ICT for monitoring coastal and marine pollution.

According to the respondents, **within T07 IP 7c) – transports** – the selected IP should be implemented through the following actions:

- Promote electric mobility;
- development and improvement of port intra-links with the TEN-T main network;
- Improvement of land communication links to the TEN-T networks, by strengthening and modernizing, as well as speeding up transport networks and intermodality through the creation of land corridors and interports and the strengthening of secondary infrastructure;
- Improve the safety maritime monitoring systems also by the development and integration of innovative ICT solutions among Adriatic ports;
- Harmonization of administrative procedure and custom rules of Italy-Croatia area for the in/out freight trade;
- exploitability of IT technology will help about creating a system where all freight flows should be controlled minutely (Containers tracking system);

- Develop a LNG distribution network for marine propulsion. Optimize the maritime transport system and contribute to the achievement of the Port Single Window and Port Community systems referred to in Directive 2010/65/EU. – Implementation of the policies of e-maritime with actions relating to the traceability of goods and passengers, safety and communications air / ground to complete the formalities of arrival / departure;
- Implementation of measures to promote the Short Sea Shipping

## Suggestions for improved management of Italy-Croatia CBC programme 2014 - 2020

At first sight, it has to be remarked that for each question of the survey there is a strong majority of positive answers, in percentage. The larger part which disagree with the proposed suggestions can be found within the less preferred point of the research: maritime and coastal dimension (Table 6).

On the other side there are two emerging evidences coming from the respondents' answers: the first one is the wish to foresee several calls, yearly scheduled, the second one addresses a part of the Programme to be applied by strategic projects. In both cases the positive feedback exceeds 70%. As third preferred suggestion 66% of respondents state that the programme should have targeted calls for specific TOs.

In this sense, taking into consideration the cross-border dimension of the programme, it should be reminded that specific emphasis has to be given to those activities able to enhance shared cooperation. So, it seems helpful not to forget that together with T01, T04 and T06 (the top three choices), T07 (transport) can be included as well for its particular suitability to improve everyday life conditions in urban and peripheral areas.

Table 6

Table 6 - Suggestions for programme management	
Suggestions	Rank
I think that a part of the Programme could be applied by "strategic" projects	2
I think that the programme should have a strong marine and maritime/coastal dimension	4
I think that the programme should foresee several calls, yearly scheduled	1
I think that the programme should have targeted calls for specific TO's	3

Source: Italy-Croatia 2014-2020 - Public consultation on objectives and priorities (September 2014)

Moreover, in the framework of TO6 and as a result of the stakeholders consultation, IP6f linked to innovative environment technologies, can represent a fundamental mean to implement green and sustainable innovation through European Territorial Cooperation methodologies.

Additionally, several request for simplification and smoother procedure have been offered. Among the several, the more reiterate were:

- Pre-financing, advance payments are important for a smooth implementation especially in a time of crisis;
- Introduction of flat rate for some cost categories (at least staff and overheads) would be beneficial;
- Considering as much as possible standardized documents for application and reporting;
- Moving toward e-cohesion and e-governance patterns (elimination of paper documents) would be beneficial and reduce cost.