

CAPTAIN project contribution to the Adriatic-Ionian macro-strategy in maritime passenger transport

The final conference of the CAPTAIN project (acronym of *Capitalization of Transport models in Adriatic-Ionian Network for supporting EUSAIR development*) took place in Trieste on 16 November. This meeting had two fundamental moments: the opening, with the presentation of project results, and the end, with a round table to recap the results achieved.

The aim of CAPTAIN project was to answer a common need of improving accessibility and mobility in the Adriatic-Ionian basin and its hinterland, through the development of sustainable, safe, cross-border, integrated transport services, as well as the upgrading of infrastructure.

Capitalization action focused on three different projects carried out thanks to the financial support of the European program Adriatic IPA CBC 2007-2013, of which the first one was believed to have a “strategic importance”: EA SEA-WAY, ADRIMOB and AdriaticMos.

The specific objectives of CAPTAIN project concerned the promotion of analyses and feasibility studies; the creation of synergies aimed at developing a wider network of players in the transport sector, in order to consolidate their entrepreneurial ability; the development and transfer of instruments, models, experiences and best practices implemented in several projects. Moreover, it was attached importance to a greater impact of the three capitalized projects on national and regional policies in the Adriatic-Ionian area, with a view to stimulate macro-regional strategies and guarantee coordinated interventions intended to overcome problems, bottlenecks and missing links, both for passenger and freight transport. Special attention was given to forms of cooperation with existing European and multilateral organizations having similar or convergent targets, in order to avoid overlapping with bodies and authorities already involved in this sector, and find synergic complementarity with the so-called “Berlin Process”, a diplomatic initiative linked to EU enlargement to Western Balkan States.

CAPTAIN project capitalization is significant because of combined efforts in supporting the EUSAIR strategy and its objectives related to *Connecting the region* (Pillar 2), in particular the topics of maritime transport (Topic 1) and intermodal connections to the hinterland (Topic 2).

The propositional action that undoubtedly shows a very clear impact on a regional level - by involving all Adriatic-Ionian basin - is the creation of an **Adriatic-Ionian maritime passenger transport Observatory**, on the whole EA SEA-WAY partnership’s initiative, which signed a cross-border agreement for its realization (May 2016). In the CAPTAIN

project, it was therefore a matter of formalizing such institution, laying the basis for the future Observatory through the drawing up of a charter (articles of partnership).

The Observatory aims at improving mobility in the maritime Adriatic-Ionian area, thanks to the promotion of territorial and cross-border cooperation, as well as the development of a constructive dialogue among specific key-players and policy makers in the aforesaid area, putting forward specially devised proposals on legal and technical issues. Moreover, it is to be hoped that this Observatory could carry out its activity on the same wavelength as similar organizations in the Mediterranean area, with a view to develop and share mutual solutions to the topics and problems faced.

CAPTAIN project capitalization aims at combining opportunities, places and different modes of transport, with a view to optimize the efficiency of services and concretely cope with the demand for such services from the world of maritime passenger and freight transport.

In order to recap the project topics faced, a round table dedicated to the development of mobility in the Adriatic-Ionian region took place, during which some priority needs were discussed and summarized.

This debate was chaired by Prof. Vittorio Torbianelli (University of Trieste), who introduced the initial topics, starting from the identification of priorities for a better mobility in the aforesaid area, of their impact on markets and the need of considering such priorities from an economic return point of view, in the light of a stimulus to private investment in the intermodality sector, as well as in a full comprehension of difficulties that may arise when facing these problems.

Prof. Elen Twrdy - senior member of the Faculty of maritime studies and transport at the University of Ljubljana - highlighted the good quality of Slovenian intermodal network, which however still needs the overcoming of existing bottlenecks. On a regional level, she mentioned the proactive collaboration between specific university institutes of Western Balkan States on the topic of intermodality, pressing for a greater cooperation with the administrative bodies that make laws in this respect.

Prof. Edvard Tijan (University of Rijeka) emphasized the speed of discoveries in information and communications technology (ICT), in contrast with the difficulty of infrastructure to be innovated at the same pace. Moreover, he suggested the opportunity of setting up an international port community able to jointly face present issues and future challenges in the Port Community System.

The Serbian representative's speech, Prof. Olja Cokorilo (University of Belgrade) reiterated the role of academic research as a support to development strategies, underlining the need of fully understanding the requirements of transport sector in every country - especially in the whole area at issue - and boosting the promotion of results

achieved with CAPTAIN, in order to stimulate participation of the private sector in the investment policy.

Prof. Azra Ferizovic (University of Sarajevo) - after a general analysis of the topic, through which she tried to present the development of EUSAIR strategy from a “Balkan” point of view - pointed out the need of improving integration and quality of different modes of transport in Western Balkans, which nowadays still appear to be fragmentary and lacking in necessary investment, particularly by removing the present barriers that hold back people and freight mobility.

As regards Italy, two speeches were given by a transport expert from Bologna ITL (Institute for Transport and Logistics), Prof. Stefano Dondi, and by Dr. Guido Piccoli, from Brescia ALOT (Eastern Lombardy Agency for Transport and Logistics). Dondi stressed the opportunity of having a common view both on the area and on the line of action to be adopted, in order to perfectly integrate infrastructure and implement intermodal services, by simplifying the coast-hinterland connection and the integration between public and private services, as well as to join forces of single countries and make efficiently the most of available technologies. Such line of reasoning was confirmed by Piccoli's words, who also wanted to highlight - being his type of activity in direct contact with the territory (ALOT is an agency constituted by some Lombard provinces to promote and develop infrastructure and services of logistics and transport, as well as to improve mobility) - the importance of following a correct method to favor the regular procedure that - from the identification of needs and search of investment - may lead to the realization of works and services in the most efficient and quick way, in order to attract private investors at the same time.

On the fringes of the final conference, Informest organized a training course for maritime transport operators, but not only for them. Such training - held by the psychologist dott. Massimo Bonventi, on the instructions of Venetian CFLI (Consortium for Intermodal Logistics Training) - described to the on-line audience (by streaming connection) and to live one in the auditorium the cultural and intercultural reference scenario for disability, broaching the characteristics of disabilities themselves in the case of people transport, in order to offer a better understanding and propose several methods to meet different needs. The comprehension of such dynamics becomes an important instrument for the staff and stakeholders of port terminals, as well as for all the operators in direct contact with travelling persons, enabling to acquire awareness about various travel problems of handicapped persons and people in need of special assistance, with a view to improve services, as well as to provide all directions and solutions aimed at guaranteeing the aforesaid services.

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Capitalization of Transport Models
in Adriatic-Ionian Network
for supporting EUSAIR Development



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