

# Report on pilot actions replicability

Template version

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## 1 Introduction

Arap promoted the constitution of an Innovation LAB, that represent not only a physical place but an intersection of subjects, activities and objectives that constitute an “hub” of economic, social and cultural innovation. This space is an instrument to promote development and planning of small ports along the Adriatic coasts. The purpose was to engage and coordinate citizens, artists, students, governmental agencies, businesses and community organizations in Abruzzo to enhance public awareness, to intercept and valorise different competences and experiences, to stimulate measures and actions aimed at recovering small port efficiency and attractiveness. Innovation Lab was articulated in four sessions: a) energy efficiency and pollution reduction; b) valorisation of “port space”c) ICT solutions d) training/informative paths.

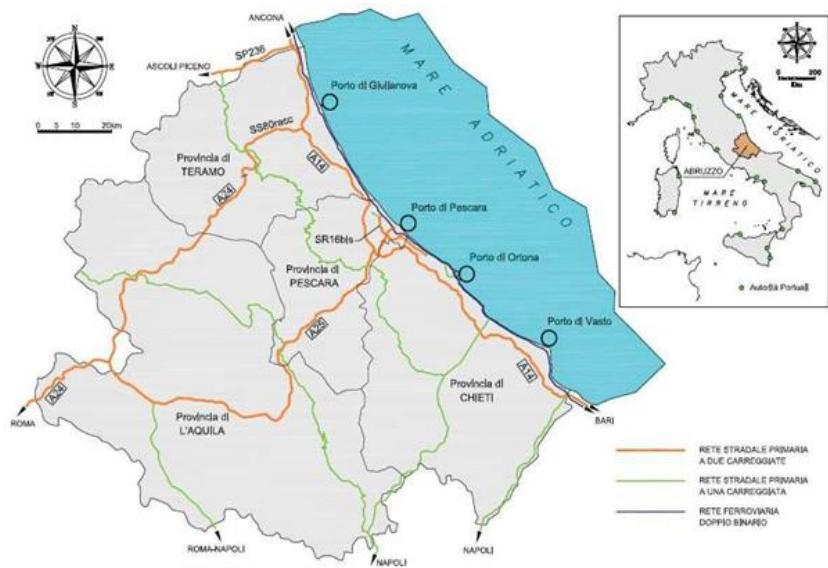
The innovation lab can represent a transferable cross-border model for local authorities and business and social stakeholders in order to ensure the attractiveness of the small ports, the smart management of services, the improvement of environmental and sustainable tools. Arap activated a global plan that involves Local authorities, business and social stakeholders thanks a multifaceted approach.

## 2 Pilot action in a nutshell

### 2.1 Contextualization

#### THE PORT SYSTEM

The Abruzzo region, with about 123 km of development of the coastal strip, is described by the presence, starting from the south, of the port systems of Vasto, Ortona, Pescara and Giulianova (see fig. below). According to the classification of the fundamental law on ports (law n.84 of 1994), the ports of Ortona and Pescara fall in categories II, class II (ports of national economic importance) and in class III (ports of regional and interregional economic importance) the ports of Vasto and Giulianova. It is certain that none of the Abruzzo ports fall into category II, class I, which includes ports of international economic importance and which are the seat, as a result of the aforementioned law, of a Port Authority.



The port system is affected by the flows of goods and passengers traffic shown in table below, as a whole of navigation in the year 2014 of a Port Authority.

Abruzzo Port system	Total
Freight Unit	732
Freight	1.524.805
Passengers	19.244

As regards the development programs of the port system, harmoniously with the proposed branch of the Mediterranean corridor, Abruzzo is reorganizing its port facilities; it is necessary to acquire, on the one hand, market quotation in international maritime transport and to be able to use a range of relations with the ports of Croatia - Bosnia Herzegovina, Albania and Greece; on the other side it's necessary to also intervene on cabotage. In addition to infrastructure interventions, the Abruzzo Region is working to conceive new intermodal transport scenarios with the EU strategy countries of the Adriatic and Ionian region. The Abruzzo port system can have a role of bank for direct connections with the Balkan regions and feeder connections for some ports that overlook the Italian Adriatic - Ionian coast. The Abruzzo Region can becomes capable of creating a new intermodal transversal corridor, as part of the axis of penetration in Eastern Europe, also within a possible branch of the Mediterranean corridor towards central Italy and Balkans. Therefore, with the aim of developing intermodality and promoting integration with the areas of the macro-region, the Abruzzo Region is speeding up the procedures relating to the strengthening of Abruzzo ports to become a reference for Ro - Ro, Ro - routes. Pax, cruises and attract traffic

Abruzzo constitutes the hinge region between the "Diretrice Adriatica" and the "Trasversale Tirreno - Adriatico" and the Abruzzo ports represent the gateway to the Adriatic towards the Balkans and the Middle East, also for the connection with the regional infrastructural network with the Adriatic Corridor on one side and with the Tyrrhenian direction (ie the "Corridor European 1: Helsinki - Valletta ") on the other. The marinas in Abruzzo can therefore play an important role in

promoting, welding and integrating with dynamic areas to encourage greater integration of the various territories and more rapid development.

The prospect of a Europe that is able to look together at the well-being of its cities and the growth of their ability to challenge the economy lies, inevitably, in the possibility of connecting regions and places, in the integration and coordination of EU countries.

The construction of a single European space with advanced and functional infrastructures, interconnected internally and even beyond its borders, for the free movement of people and goods, is one of the conditions for achieving an idea of the future and of prosperous and happy cohesion. In light of these premises, the infrastructural redevelopment, a priority in Abruzzo, cannot fail to start from the ports. Their infrastructural development would, in fact, lead to an improvement in logistical connections and would lay the favorable foundations for also improving those cultural and relational ties that can make Abruzzo a place of great commercial and tourist potential.

The ports of Abruzzo should therefore require careful attention from politics and local institutions as strategic for its regional development.

The strategic nature emerges under several aspects:

1. can be considered an important element of logistics
2. they can play an important distributive and positioning role of the regional production system
3. they can make it possible to establish and maintain interconnections and links between territories and countries
4. they can become points of aggregation and cultural promotion also for the local community

## 2.2 Overall vision of the pilot

The pilot action is in a full compliance with several of the FRAMESPORT's macrotheme: ICT applications and services development / Environment and energy aspects / Training and knowledge aspects. Given pilot action, in fact, foresees 4 different sub-actions (within the macro action INNOVATION LAB) that in different way ensure total compliance with macrothemes:

Sub activity 1) FEASIBILITY STUDY FOR POSSIBLE ECO-SUSTAINABILITY SOLUTIONS TO REDUCE THE ENVIRONMENTAL IMPACT OF PORT – macrotheme Environment and energy aspects - This action represents a compliant example of study to implement best solutions of sustainability in the ports' spaces.

### ***Results achieved***

An environmental sustainability study of the Port of Vasto has been carried out. The study analyzes the state of art ( Air quality management - Energy saving and climate change - Noise management - Waste management - Water - Other environmental priorities) and above all identifies tools, methodologies and indications to improve it.

Among the tools identified to improve the sustainability of the port are:

- Purchases and investments related to the infrastructure and operations of the port authority taking into account energy efficiency and ecological efforts;
- Development of an ecological plan for the port authority (e.g. do not use the single-use plastic, incentive for the ecological mobility of staff as a use of cycling and carpooling, such as reducing the use of paper, ) and energy efficiency e ecological considerations for own vessels;
- Procurement and concession policy (example: green clauses in contracts and tenders tender in services)
- Port infrastructure (example: climate adaptation of infrastructure, improvement efficiency of port authority buildings)
- Create a Greening Roadmap for Ports following the Green Guide which ESPO drafted as a suggestion for a specific roadmap for each port.

It should be noted that the port of Vasto with regard to the handling of loads, has started the planning and construction of a connection rail that will allow you to take advantage of low-cost intermodal transport environmental impact, offering a discount for the use of ecological trains or operating machines. This is not only a discount on rail transport, but also for road transport with more sustainable fueled vehicles such as hydrogen or gas, or for the operating machines that work internally in the port.

### **Pilot Action Hydrogen**

Shipping is a major source of CO2 emissions in Europe, contributing 3.7% of total CO2 emissions in the continent and 13% of emissions from the transport sector. In addition, the sector benefits from substantial tax subsidies on fossil fuels, amounting to more than €24 billion a year, as well as various exemptions. However, the energy efficiency sector in the port system is experiencing significant growth, aiming to reduce CO2 emissions into the atmosphere and the pollutants emitted by naval vessels.

In this context, it is important to underline that the Regional Agency for Productive Activities of Abruzzo (ARAP) has recently won a tender for the creation of a hydrogen production site on brownfield sites. The area identified for this project is adjacent to the port of Vasto. This initiative can represent an important step forward in the adoption of hydrogen as an energy resource in the port context, offering new opportunities to reduce emissions and promote environmental sustainability.

This pilot project aimed to provide assistance and consultancy for the analysis of the various environmental aspects related to the use of new energy sources in the port system, focusing on the use of hydrogen as an energy resource. Furthermore, the analysis of the sustainability program and the identification of the specific Sustainable Development Goals for the port of Vasto were foreseen, also considering the proximity of the abandoned area destined to the hydrogen site.

The first area of intervention provides assistance and consultancy for the analysis of the environmental aspects connected to the implementation of new energy sources in the port system, taking into consideration the area adjacent to the port of Vasto destined for the hydrogen site. In particular, we intended to evaluate the use of hydrogen as an alternative and sustainable energy resource, examining the environmental impact, the technical feasibility and the economic considerations related to the implementation of this new technology in the port context.

The second area of intervention consists in the analysis of the sustainability programme, with particular attention to the context of the port of Vasto. This analysis allowed to understand the best practices for the reduction of CO<sub>2</sub> emissions and energy efficiency in the maritime transport sector, providing ideas and solutions for the adoption of hydrogen as an energy resource in the port of Vasto.

The third area of intervention concerns assistance and consultancy for the identification of the specific Sustainable Development Goals (SDGs) for the port of Vasto, also considering the proximity of the area destined to the hydrogen site. These objectives, based on the SDGs, aimed to guide the port of Vasto towards a more sustainable management, including the adoption of hydrogen as an energy resource and maximizing the environmental benefits deriving from this innovative technology.

Clearly all these activities, given the centrality that this energy vector is assuming with respect to European strategies, will certainly be prodromal to the development of other projects on the subject.

All of the above is a topic of discussion and dissemination within a public moment that has seen the involvement of various stakeholders, including institutional ones, including an institutional and proposition table.

*Sub Activities 2) TO REDISCOVER PORTS VALUE - Spatial planning and management. The Sub activity objective is to enhance the valorisation of natural and cultural unexploited capital of ports areas by means of tourism development and improved accessibility, aiming at setting up a new cross-border strategy that unleashes the potential of areas assets through their inclusion in wider networks and markets.*

### ***Result achieved***

Arap Abruzzo, in cooperation with local relevant stakeholders, organized a series of local events, to promote “ports spaces” and to valorize their attractiveness.

- First Event was in Vasto on July 2021 : Arap organized a valorization event to present the territory's attractiveness, for this purpose it organized a guided tour on the boat along Trabocchi coast.

- Second event was in Pescara. Arap took part of a public event, which also had resonance in the online press. The event was included in a larger happening related to the environment and it was the opportunity to present the project to different local stakeholders. Because it was an outdoor event, it attracted also the attention of tourists and local citizenship. On the occasion of the 36th edition of Goletta Verde 2022, the historic Legambiente summer campaign in defense of Italian waters and coasts, Arap organized an aperitif on a boat. In this way Arap took the opportunity to promote the value of the small ports of the Abruzzo Adriatic coast
- Third event was in Pescara. Arap took part in the 9th edition of SOTTOCOSTA - MIDDLE ADRIATIC BOAT SHOW which took place from 29 April to 1 May 2023 at the "Marina di Pescara" tourist port. The event represents one of the most important boat shows in the Middle Adriatic, thus becoming one of the 8 territorial nautical events connected to the Genoa boat show. During the 3 days of the event there were exhibition spaces and a rich program of events took place in which ARAP as a Framesport partner participated for the purpose of disseminating the project.

*Sub Activities 3) ICT PLATFORM FOR MONITORING AND SUPERVISION OF FREIGHTS/PASSENGERS macrotheme ICT - applications and services development . This subactivity represents a compliant instrument for the regulation in the short and medium term of road traffic for loading goods and containers; for the localization, monitoring and management of work orders of port vehicles; for planning, management and monitoring of loading / unloading activities; for statistical analysis of mobility data and occupation of loading / unloading areas.*

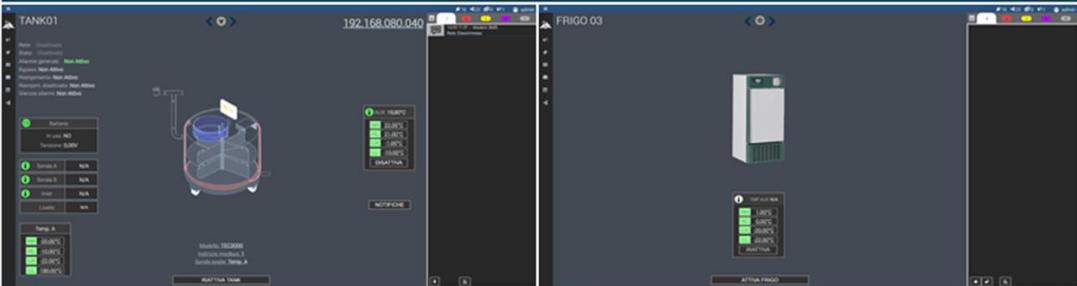
#### ***Result achieved***

The Company that obtained the assignment realized an ICT platform. Landscape ANPR (Automatic Number Plate Recognition) is a hardware and software platform which allows you to automatically detect in real time the plates in transit in the two gates vehicles of the Port (entry and exit), with a high degree of accuracy, both day and night and even in adverse weather conditions, thus obtaining unambiguous information for the vehicular flow control (license plate, date and time). Therefore, on the access gates to the Port, they will be installed 2 video surveillance stations equipped with AXIS Bullet cameras with possibility of detecting license plates on both lanes. Depending on your needs, the solution will help increase day-to-day efficiency, service levels and safety. • The platform is able, after loading a DB authorized plates, to activate the opening

automatic motorized gates (barriers, sliding gates, etc.) • The Landscape ANPR platform will allow port authorities to know in "Real Time" vehicular presence on the site.

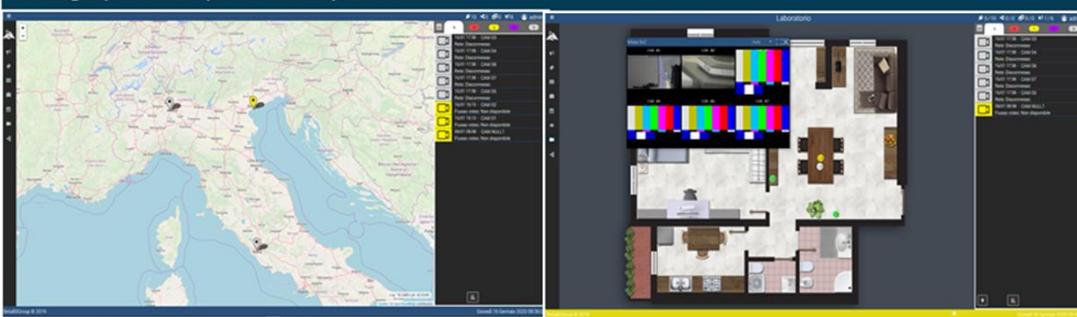
Furthermore, they can be analysed, through a report agreed, the daily, weekly and monthly attendance, the length of stay of each individual vehicle and other statistical information relating to vehicle flows on the site

**Connection with all devices**



Mapping and direct connection of system sensors with custom communication interfaces or indirect connection through an intermediary component (Appliance or PLC).

**Geographical maps and blueprints**



Geographical maps based on a GIS Open Source Engine, source and dynamic location referencing a single structure or total campus. Any site is possibly be composed by more than one external spaces, buildings, layers or specific environments customizable by the customer.

*Sub Activities 4) WORK EXPERIENCE PROGRAMMES - Macrotheme Training and knowledge aspects – it aims to promote an informative/formative path to enhance awareness and competences among young generations on the issues.*

#### **Result achieved**

**Training meetings** with the students were concluded on June 2022. A monthly meeting was held for six months.

**Target:** Students of the High School of the "R. Mattioli - S. D'Acquisto" of San Salvo. Purpose: Discover the ancient crafts and places of traditional fishing and maritime trade for develop

sustainable and historically based models for new proposals for fishing and activities for the use of marine resources.

**Intermediate goals:**

- know the ancient economic and social history of the reference territory through documents and finds;
- know the transformations of the coastal landscape of the reference area through documents, direct observations and archaeological remains;
- get to know the most representative sea trades that still alive;
- know the potential of sustainable and innovative tourism (ancient paths, vegetable gardens and overflow)

**Training Places** - School; - Archaeological Park of the Quadrilateral of San Salvo; Vasto Marina beach; - Submerged Archaeological Park of Vasto Marina; - Regional Nature Reserve of Punta Aderci; - Ancient Paths that descend from the historic center of Vasto to the sea; - Vegetable gardens and overflows.

### 3 State-of-the-art and literature review

Innovation laboratories - in recent years - have shown very rapid development, both globally and in Italy, with several cases of new structures born within public and research bodies or within medium-sized companies -large. However, these structures are not a recent phenomenon: according to Lewis & Moultrie (2005), in fact, the first examples of centers dedicated to innovation date back to the eighties, with the creation of a "Navigation Center" by the US company MG Taylor ". Inside this center, employees could find innovative spaces. Other studies, including Israel (1998), place the creation of innovation labs even further back (towards the end of the 19th century), reporting the case of the "invention factory", a space dedicated to the development of innovative ideas within of Thomas Edison's laboratories. These structures dedicated to creativity and innovation, today called Innovation Labs, include a physical and "virtual" space for experimentation and an adequate digital infrastructure. Why create an innovation laboratory? The main factors that lead to the creation of innovation laboratories are of a different nature: they are usually linked to the development of a particular topic or to the need to deepen the study to reduce the complexity of the reference environment.

At the center of innovation laboratories there is usually a group (or a "community") of individuals associated by a topic of common interest. These groups can be linked to an organization and act as intermediaries between the organization and the specific topic.

From the analysis of the state of the art it emerges that there are four categories of innovation laboratories, based on the objectives, activities, target users and methods of collaboration:

- 1) Experimentation Lab: mainly used for the development of users' ideas in a shared environment.
- 2) Co-Working Labs: these aim to create a work environment suitable for individuals who share the same values and employment conditions and to encourage the organic exchange of information and innovative ideas.
- 3) Open Innovation Labs: they serve instead to guide the structured process of the development of innovative ideas within an organization. These workshops are usually attended by employees of the company, startups and selected freelancers and (sometimes) some customers
- 4) Investor-driven Lab: investment labs aim to structure and test innovative ideas, transforming them into business models and scalable companies.

Arap used a mixture of categories 3 and 4.

#### **Best Practices:**

#### **Patrimoni Pubblici 2011**

The Transport Department of the Abruzzo Region was among the ten "practices" selected and presented as nominations at the fifth edition of the "2011 Public Heritage Best Practice Award", promoted and organized by Patrimoni PA net, Forum PA and Terotec, inserted in the context of the " 5th National Forum of Public Territorial Urban Real Estate Heritage ". The "mission" of the award was to identify the most innovative experiences and projects, promoted and developed in partnership between public bodies and private companies, for the management and enhancement of real estate, urban and territorial assets owned or public interest. The basic objective was aimed at encouraging the promotion and dissemination of a new sectorial managerial culture and practice, among public and private operators, in order to stimulate the study, experimentation and adoption of new and more appropriate processes, models, tools and "governance" services of public assets.

The awarded Best Practice concerned the construction and management, in partnership with Intermodale Srl, of the logistic platform of the Interporto d'Abruzzo, an area of 960 thousand square meters located in the territory of Manoppello, with a covered area of 83,400 square meters for a total of five rubber-rubber and five railway-rubber warehouses, 51 thousand square meters of roads, a railway plant for 170 thousand square meters, yards for 182 thousand square meters and a junction link on the A25 motorway with a dedicated toll booth. Furthermore, this area was planned to implement a connection through the railway to the port of Ortona. This good practice should encourage the promotion and dissemination of a new sectoral managerial culture and practice, among public and private operators, in order to stimulate the study, experimentation and adoption of new and more adequate processes, models, tools and "governance" services of public assets.

### **Approdi**

"APPRODI" Project he has been involved in enhancing the precious historical and cultural heritage as a function of a tourist promotion of the sea Adriatic, launching a new way of considering the port, also intended as a tourist destination to be rediscovered and enhanced.

The APPRODI project lasted 24 months and involves 9 partners from 4 countries (Italy, Greece, Croatia and Albania), coordinated by the University of Teramo as leader. The overall value of the project was approximately 970,000.00 Euros. The implementation of the pilot actions have generated a series of good practices aimed at enhancing their cultural, historical and archaeological sites in addition to the actions that will be activated for the improvement of the public use of this heritage. This project has also allowed the archaeological recovery of the imperial ports of Claudius and Trajan as a best practice for the enhancement of the ancient ports. The good practices activated with the APPRODI project can represent a consolidated tool for enhancing the cultural heritage of the Adriatic-Ionian area through the implementation of research, promotion and networking activities and the implementation of pilot projects in territories that are characterized by hosting formerly ancient trading ports.

## 4 Pilot action development and main obstacles

### 4.1 Step-by-step procedure

Arap developed analysis and systematization of information derived both from on desk and on site research in a sample port.

Research consisted of discovering main information all around the Vasto port area keeping track of the current situation and opportunities that have potential in the existing state of the ports.

All of the information will be an agenda for the discussion with relevant stakeholders so the outcome can reflect everyone's vision for the future development of the sample port and similars . On 26 March 2021 Arap organized an event to involve several stakeholders in the consultancy process, to ensure the most transparent scenario, in direct line with the main objective of the call "development of a strategic umbrella framework addressing the further development and governance of small port ". ARAP was in close contact with all interested stakeholders, for the development of a shared protocol for the enhancement of small ports that took into consideration all three macro-themes identified by the institution as priorities and strategic for the territory "ICT applications and services development / Environment and energy aspects / Training and knowledge aspects".

After the phase of sharing of values and vision and common programming, different pilot activities were planned. For the realization of each of them Arap adopted the following procedures:

- analysis of the starting point
- identification of goals and objectives
- strategy definition
- implementation of the activity, resorting where necessary to assignment procedures
- monitoring, feedback and control activities

The sub-phases of the programming can be summarized as follows:

- a) Assignment of responsibilities (tasks responsibilities matrix)
- a) Carrying out the network programming of the project;
- b) Creation of the Gantt diagram;
- c) Analysis of potential problems of the project;

- d) Analysis of available resources;
- e) Economic evaluation of the project

## 4.2 Target groups and stakeholders

*Please, briefly describe the target group of the pilot action and the stakeholders involved. Focus on the methodology and tools used for their involvement and on its contribution to the achievement of the results.*

<b>Stakeholder</b>	<b>Role</b>	<b>Contribution to the projects</b>
REGIONE ABRUZZO	LOCAL AUTHORITY	IT SUPPORTED THE PROMOTION OF THE INITIATIVE ON THE TERRITORY
POLO LICEALE MATTIOLI VASTO	SCHOOL	THEY WERE INVOLVED IN THE INFORMATION / TRAINING ACTIVITIES PROVIDED BY THE PILOT
POLO LICEALE S. SALVO -	SCHOOL	THEY WERE INVOLVED IN THE INFORMATION / TRAINING ACTIVITIES PROVIDED BY THE PILOT
ISTITUTO SERZANI RIDOLFI -	SCHOOL	THEY WERE INVOLVED IN THE INFORMATION / TRAINING ACTIVITIES PROVIDED BY THE PILOT
SAN SALVO PORT	LOCAL AUTHORITIES	IT IS ONE OF THE PORTS IN WHICH HAS BEEN REALIZED THE PILOT
VASTO PORT	LOCAL AUTHORITIES	IT IS ONE OF THE PORTS IN WHICH HAS BEEN REALIZED THE PILOT

VASTO Municipality	LOCAL AUTHORITY	IT SUPPORTED THE PROMOTION OF THE INITIATIVE ON THE TERRITORY
ASPO	ASSOCIATION	IT PROMOTED THE INVOLVEMENT OF OTHER PORTS AND TRANSPORT OPERATORS
CHAMBER OF COMMERCE	LOCAL AUTHORITIES	IT SUPPORTED THE PROMOTION OF THE INITIATIVE ON THE TERRITORY
CNA	LOCAL AUTHORITIES	IT SUPPORTED THE PROMOTION OF THE INITIATIVE ON THE TERRITORY
CIRCOLO NAUTICO OF VASTO	ASSOCIATION	IT SUPPORTED THE PROMOTION OF THE INITIATIVE ON THE TERRITORY

#### 4.3 Main obstacles

*Highlight the main obstacles faced during the pilot action development, identifying potential possible alternative methodologies that would have allowed to avoid the obstacles or reduce its impact.*

<b>Strengths</b>	<b>Weakness</b>
Adequate planning of the technical process: Arap planned technical and management previews of the whole process	<i>Insufficient technical expertise and experiences: This risk is low because the responsible partners have proven experience and highly specialized skills and where needed it resorted to external experts</i>
-	<i>Low level of dissemination and exploitation of results: Dissemination actions and trust building</i>

	<i>measures identified appropriate methods for dissemination of information on all available means, such as traditional media, specialised publications, websites, social networks, events, workshops and conferences</i>
<b>Opportunities</b>	<b>Threats</b>
<ul style="list-style-type: none"> <li>- <i>expand the territorial network</i></li> <li>- <i>discover the strengths and weaknesses of the organization of the territory</i></li> </ul>	<i>COVID 19 impact: to ensure the continuity of work during COVID19 pandemic Arap adopted all needed measures to ensure distancing measures and movement restrictions</i>

Potential Risk	Proposed risk-mitigation measures
Complexity in project monitoring and multiplicity of actors	a flexible and gradual approach allowed progressive adjustments to design based on lessons of implementation
An output/result is delayed of progress in the different tasks	Aral settled an internal strict monitoring and reporting

#### 4.4 Identified KPIs and related achievements

*In this section, suggest the most suitable KPIs to be considered throughout the monitoring activities, justifying their choice. Specify which ones were used and those that would have eased the pilot action monitoring. Please also describe the results of the monitoring phase.*

<b>Indicator</b>	<b>Unit of measure</b>	<b>Target value</b>	<b>Achieved value</b>	<b>Time horizon for monitoring (July '21/ Feb. '22/ July '22)</b>
<b>Involvement of stakeholders</b>	etherogeneity of the involved stakeholders	at least 3	10	July 22
<b>training sessions</b>	Number of training sessions	At least 5	6	July 22
<b>report</b>	Number of report	At least 1	1	July 22
<b>software</b>	Number of software	At least 1	1	July 22

## 5 Final consideration, tip&tricks

*In this section, summarise the main content that have been illustrated in the previous chapters. Please, focus on the advices and suggestions for the replication of the pilot action in another territory.*

*The innovation lab represent a transferable cross-border model for local authorities and business and social stakeholders in order to ensure the attractiveness of the small ports, the smart managemnet of services, the improvement of environmental and sustainable tools. Arap, thanks its pilot and disseminating actions, activated a global plan that involves Local authorities, business and social stakeholders and began data/information collections to establish the foundations of long term valorization strategy of small ports.*

## Annex: Pilot action synthesis

Please fill the following table with the information related to your pilot action. Please, use concise bullet points where indicated.

<b>Project partner</b>	ARAP – PP5	<b>Pilot action number</b>	5.1	<b>Macro-theme*</b>	Environment and energy aspects
<b>Pilot action name</b>	FEASIBILITY STUDY FOR POSSIBLE ECO-SUSTAINABILITY SOLUTIONS TO REDUCE THE ENVIRONMENTAL IMPACT OF PORT				
<b>Group of stakeholders involved (bullet points)</b>	<ul style="list-style-type: none"> <li>• Abruzzo region</li> <li>• Port authority</li> <li>• Local associations</li> <li>• Chamber of commerce</li> <li>• Trade and professionals associations</li> </ul>				
<b>Main steps (bullet points)</b>	<ul style="list-style-type: none"> <li>• Data collection</li> <li>• Data analysis</li> <li>• Data elaborations</li> <li>• Stakeholders consultations</li> <li>• Working group</li> <li>• Commented review</li> </ul>				
<b>KPIs (bullet points)</b>	<ul style="list-style-type: none"> <li>• heterogeneity of the aspects evaluated</li> <li>• quantity of data analysed</li> <li>• completeness of the regulatory analysis</li> </ul>				
<b>Main obstacles (bullet points)</b>	<ul style="list-style-type: none"> <li>• Missing data</li> <li>• not homogeneous and fragmentary information</li> </ul>				
<b>Advice and suggestions</b>	Improvement territorial data collections systems				
<b>Other comments</b>					

\* Use the following acronyms:

<b>Project partner</b>	ARAP – PP5	<b>Pilot action number</b>	5.1	<b>Macro-theme*</b>	energy aspects - Hydrogen
<b>Pilot action name</b>		FEASIBILITY STUDY FOR POSSIBLE ECO-SUSTAINABILITY SOLUTIONS TO REDUCE THE ENVIRONMENTAL IMPACT OF PORT			
<b>Group of stakeholders involved (bullet points)</b>		<ul style="list-style-type: none"> <li>• Dii Desert Energy</li> <li>• SNAM</li> <li>• AdSP del Mare Adriatico Centrale</li> <li>• Walter Tosto</li> <li>• University</li> <li>• CEO Adriafer</li> <li>• FINCANTIERI</li> <li>• Croatian port representatives</li> <li>• ACEGAS – HERA</li> <li>• industrial consortia</li> <li>• SGI</li> </ul>			
<b>Main steps (bullet points)</b>		<ul style="list-style-type: none"> <li>• Data collection</li> <li>• Data analysis</li> <li>• Data elaborations</li> <li>• Stakeholders consultations</li> <li>• Working group</li> <li>• Commented review</li> </ul>			
<b>KPIs (bullet points)</b>		<ul style="list-style-type: none"> <li>• preparation of the the port of Vasto towards a more sustainable management</li> <li>• adoption within two years by the end of project of hydrogen as an energy resource and maximizing the environmental benefits deriving from this innovative technology</li> </ul>			
<b>Main obstacles (bullet points)</b>					
<b>Advice and suggestions</b>		Improvement the preparation of the system that revolves around the topic			
<b>Other comments</b>					

<b>Project partner</b>	ARAP – PP5	<b>Pilot action number</b>	5.2	<b>Macro-theme*</b>	Spatial planning and management -
<b>Pilot action name</b>		TO REDISCOVER PORTS VALUE			
<b>Group of stakeholders involved (bullet points)</b>		<ul style="list-style-type: none"> <li>• Abruzzo region</li> <li>• Port authority</li> <li>• Local associations</li> <li>• Chamber of commerce</li> <li>• Trade and professionals associations</li> <li>• Citizens</li> </ul>			
<b>Main steps (bullet points)</b>		<ul style="list-style-type: none"> <li>• Scheduling</li> <li>• Stakeholders consultations</li> <li>• Communication and dissemination strategy</li> <li>• Organization of events</li> <li>• Follow up</li> </ul>			
<b>KPIs (bullet points)</b>		<ul style="list-style-type: none"> <li>• heterogeneity of stakeholders</li> <li>• quantity of stakeholders</li> <li>• quantity of events</li> <li>• territorial distribution of events</li> </ul>			
<b>Main obstacles (bullet points)</b>		<ul style="list-style-type: none"> <li>• Covid restrictions</li> </ul>			
<b>Advice and suggestions</b>		Territorial events are not only an occasion of territory rediscover, but also a programming instrument			
<b>Other comments</b>					

<b>Project partner</b>	ARAP – PP5	<b>Pilot action number</b>	5.3	<b>Macro-theme*</b>	ICT applications and services development-
<b>Pilot action name</b>		ICT PLATFORM FOR MONITORING AND SUPERVISION OF FREIGHTS/PASSENGERS macrotheme			
<b>Group of stakeholders involved (bullet points)</b>		<ul style="list-style-type: none"> <li>• Abruzzo region</li> <li>• Local authorities</li> <li>• Chamber of commerce</li> <li>• Port authorities</li> </ul>			
<b>Main steps (bullet points)</b>		<ul style="list-style-type: none"> <li>• Analysis</li> <li>• Design</li> <li>• Testing</li> <li>• Deployment</li> <li>• Maintenance</li> </ul>			
<b>KPIs (bullet points)</b>		<ul style="list-style-type: none"> <li>• heterogeneity of functions</li> <li>• reliability</li> <li>• safety</li> </ul>			
<b>Main obstacles (bullet points)</b>		<ul style="list-style-type: none"> <li>• authorizations from the competent authorities</li> <li>• permits from the competent authorities</li> </ul>			
<b>Advice and suggestions</b>		build products with interoperable data			
<b>Other comments</b>					

<b>Project partner</b>	ARAP – PP5	<b>Pilot action number</b>	5.4	<b>Macro-theme*</b>	Training and knowledge aspects
<b>Pilot action name</b>	WORK EXPERIENCE PROGRAMMES				
<b>Group of stakeholders involved (bullet points)</b>	<ul style="list-style-type: none"> <li>• Schools</li> <li>• Local authorities</li> <li>• Local associations</li> <li>• Port authorities</li> </ul>				
<b>Main steps (bullet points)</b>	<ul style="list-style-type: none"> <li>• Needs analysis</li> <li>• Design and planning</li> <li>• Implementation</li> <li>• Results evaluation</li> </ul>				
<b>KPIs (bullet points)</b>	<ul style="list-style-type: none"> <li>• heterogeneity of approaches</li> <li>• active participation of students</li> <li>• attendance rate</li> <li>• skills gap</li> <li>• training effectiveness</li> </ul>				
<b>Main obstacles (bullet points)</b>	nothing to detect				
<b>Advice and suggestions</b>	<ul style="list-style-type: none"> <li>• build modules that can be repurposed with other students</li> <li>• the active involvement of the students favours the success of the training interventions</li> </ul>				
<b>Other comments</b>					

- **ICT:** ICT application and service development
- **P&M:** Spatial planning and management
- **BSN:** Business oriented aspects
- **T&K:** Training and knowledge
- **E&E:** Environment and energy aspects