

Methodology for setting up a permanent MIMOSA Cross-Border Network on Sustainable Mobility (CBN)

WP6 Transferring and capitalizing results

D.6.2.2. Methodology for setting up a permanent cross-border Network, to foster a stable dialogue at Cross-Border level.

A.6.2 Establishing a permanent cross-border Network to foster a stable dialogue at cross-border level

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Table of contents

1	Introduction	4
2	Scope of this document	5
3	MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN) key aspects	6
4	Identifying and selecting the key stakeholders	7
5	Handling the MIMOSA permanent Cross-Border Network to foster a stable dialogue at cross-border level (CBN).....	10
6	References	14

1 Introduction

The MIMOSA WP6 - Transferring and capitalizing results looks at ensuring the durability of the entire project. Its aim is to bring the outcomes of all analysis and pilots developed in other WPs to the level of formalized deals (O.6.1) and of a consolidated structure (O.6.2), both with concrete impacts in the long term at cross-border and at EUSAIR level. The project network of stakeholders is duly briefed and consulted through meetings within the established Sustainable Mobility Quality Partnership Groups (D.6.2.1). These local meetings contribute to the promotion of a permanent cross border network to foster a stable dialogue at cross boarder level during and, in particular, after the project closure (D.6.2.2). The involvement of different stakeholders of the relevant competent territorial organisations ensures political, administrative and financial commitment.

WP6 is coordinated by PP7, with all partners' contribution, particularly by PP1 and PP3, who are activity 6.1 and activity 6.2 leaders. The WP6 outputs involve all the MIMOSA partners, being all involved in its activities, for the strategic and cross-cutting relevance of each one. The purpose is to formalize what was tested and shared during the MIMOSA project, representing the starting point for future deals related to various components of sustainable passenger mobility and being open to other participants, through MIMOSA Permanent cross-border network (O.6.2).

Activity 6.2 has two main focuses: 1) pursuing a constant dialogue between PPs and the most relevant stakeholders of the territory, during and after pilot activities implementations (D.6.2.1); 2) promotion of a permanent CB Network to foster a stable dialogue at CB level during and, in particular after the project closure (O.6.2). The most relevant public and private stakeholders will be involved in "Sustainable Mobility Quality Partnership Groups" in each pilot area. At the same time, pilot activities will benefit from crucial inputs provided by the stakeholders and will have strong links with passenger mobility policies in each territory. The permanent CB network light structure has the goal to discuss on problems related to passenger mobility at national and at CB level, considering also the key contents of the EUSAIR TSG2. PP3 shall coordinate the implementation of this Activity, while all PPs contribute.

This report is related to the D.6.2.2 "Methodology for setting up a permanent cross-border Network to foster a stable dialogue at cross-border level" during and, in particular, after the project closure. This deliverable starts from the "Sustainable Mobility Quality Partnership Group" created in each region/county represented in MIMOSA (D6.2.1), involving the most relevant public and private stakeholders. Regular local meetings with the relevant regional/local stakeholders will be organized during the pilot actions implementation, to guarantee their development in the most efficient and synergic way and to monitor their progress. The key contents of these local meetings are also the base for

the identification of the key topics to be addressed in the MIMOSA permanent cross-border network periodic calls, following a **bottom-up approach**.

In this report PP3 Institute for Transport and Logistics (ITL) presents the common methodology to be followed in order to organize and manage the MIMOSA “**Permanent Cross-Border Network on Sustainable Mobility**” (CBN) that will be developed in the D.6.2.2. This methodology refers to the same methodology developed in the Interreg Italy-Croatia project “ICARUS” and to the Mimosa Deliverable D.6.2.1.

2 Scope of this document

The scope of this methodology is to define the key elements for the setting up of the MIMOSA “Permanent Cross-Border Network on Sustainable Mobility” (CBN), aimed to foster a stable dialogue of the key **regional stakeholders** at EU level. This methodology will be shared among all MIMOSA project’s partners to define steps for setting up the CBN and to be further improved in the next years based on the feedbacks collected during the first operative year. It intends to bring the strong institutional dialogue started within the project partnership, during MIMOSA implementation, to influence policies at national, EU and EUSAIR levels. This approach sets the conditions that will ensure the transferability and durability of the project outcomes after the project’s closure in a permanent way. Thanks to this approach, there are the conditions for existing also after the project closure, in a form suitable to have a **permanent character**.

In details, the key objectives of the MIMOSA Permanent Cross-Border Network on Sustainable Mobility are:

- **Influence EU and national policies** providing **technical insights** on passengers’ sustainable mobility to EU, national and regional policy makers;
- **Influence EU funding programmes** (INTERREG, etc.);
- Work together on the **participation in new EU projects** on sustainable transports;
- Provide inputs to **EUSAIR Strategy, Pillar 2**.

The involvement of key regional stakeholders is at the core of the MIMOSA permanent cross-border network. This document drafts a methodology of engagement with a common approach of these key regional stakeholder.

3 MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN) key aspects

The main task of the MIMOSA “Permanent Cross-Border Network on Sustainable Mobility” network is the international **exchange of REGIONAL experiences and knowledge on sustainable mobility** between its participants and the promotion of a higher level of cooperation of regional institutions at European level. This is ensured thanks to a regional approach in sustainable mobility and by bringing together and networking the regional political and public transport key players.

The MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN) can be defined as:

- A permanent **technical and political network** where experienced regional stakeholders can discuss on how to promote sustainable transport solutions at regional, national and macro regional levels by exchanging experiences;
- A **long term online platform** where the representatives of the different EU regions/counties can develop synergies on sustainable transport solutions by promoting new European Projects on the topic. This platform will be **open not only to Mimosa partners** but to all the interested regional/county stakeholders working on sustainable mobility topics;
- A permanent network where all the Mimosa project’s partners can **continue to collaborate together also after the MIMOSA project’s conclusion**.

For all these reasons the CBN will be based on an **online platform** allowing to share information, events information and requests from single members focussing on the main MIMOSA topics. This permanent online platform will allow to maintain stable relations among the adhering regional stakeholders also after the end of the MIMOSA project.

The MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN) will rely on **regular meetings (indicatively one every 6 months)** where all the regional members will discuss together on key topics regarding the sustainable mobility promotion. The essence of the/outcome of the discussion, in order to be better promoted at EU level, will be summarized and promoted using one or more of the following tools:

- **Policy papers;**
- **Position paper** on specific technical topics;

- **Participate to the dialogue with the European Bodies**, in particular Commission, the European Council and the European Parliament through the Transparency Register¹
- **Roadmaps**;
- **Thematic events**;
- **Key note speech** with high level technical experts;
- **MIMOSA specific policy tools** (MoUs, strategies, etc.);
- Etc.

It will be up to the participating regional stakeholders to decide on the most convenient tool to use to reach MIMOSA key objectives according to the topic of discussion in order to reach the MIMOSA key objectives.

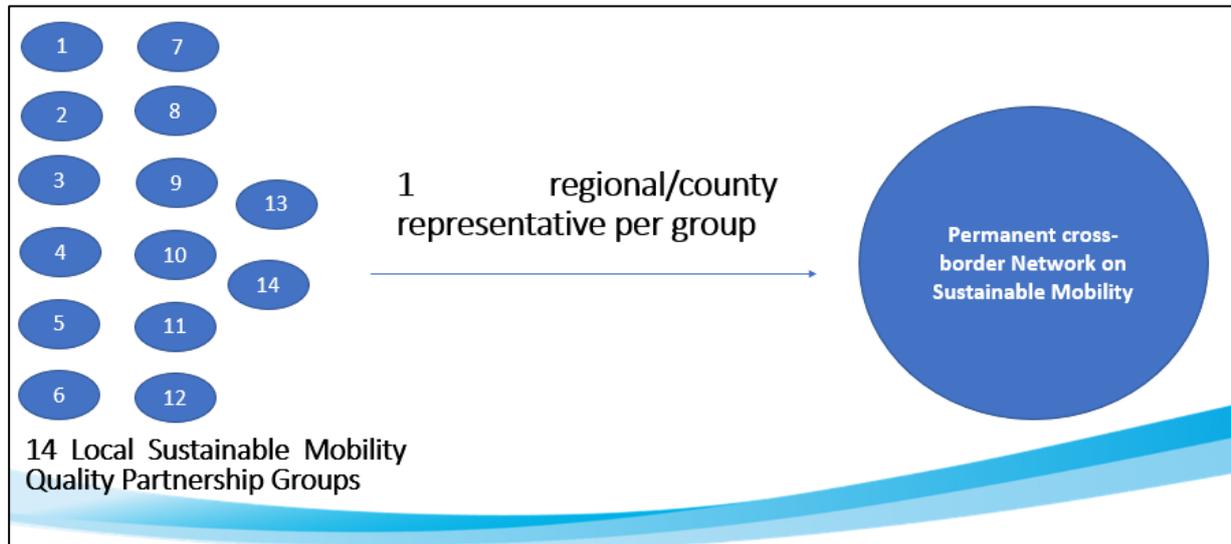
4 Identifying and selecting the Members

Members are representatives of **organizations with a regional scope** working on the MIMOSA key topics, in particular to the promotion of the sustainable mobility options for passengers at regional, national and EU levels. Considering the high level of this “MIMOSA Permanent Cross-Border Network on Sustainable Mobility” (CBN) it is recommended to directly involve those organizations which have an influence towards regional decision makers that are actively supporting the MIMOSA project development and/or working on sustainable mobility projects at regional/national level.

The starting point of the “MIMOSA Permanent Cross-Border Network on Sustainable Mobility” (CBN) is strictly related to the “Local Sustainable Mobility Quality Partnership Groups” defined in the D.6.2.1. As evidenced in the table below, each Local Sustainable Mobility Quality Partnership Groups is called to select **one representative** that will represent the regional context in the MIMOSA Permanent Cross-Border Network on Sustainable Mobility.

¹ For more information please go to <https://ec.europa.eu/transparencyregister>

Table 1. Relation among “MIMOSA local Sustainable Mobility Quality Partnership Groups” and the MIMOSA Permanent Cross-Border Network on Sustainable Mobility”



Each selected regional representative from each of the 14 Mimosas Local Sustainable Mobility Quality Partnership Group is called to collect the key information emerged during the local discussions and to bring the key aspect in the MIMOSA Permanent Cross Border Network on Sustainable mobility (bottom-up approach).

Due to the EU strategic dimension of this permanent dialogue table, it is important to involve high level regional stakeholders directly involved in the definition of the regional and/or national policies and measures on sustainable mobility promotion.

In the table here below, the different levels of engagement rank from the more passive to the more active. To be precise, the first three levels (passive, monitor and inform) are not really engagements as such, but they represent the basis for the following ones.

Table 1 Different level of engagement, Adapted from Forstater et al (2015)

LEVEL	GOAL	COMMUNICATION	NATURE OF RELATIONSHIP
Remain passive	No goal. No engagement	No active communication	No relationship

LEVEL	GOAL	COMMUNICATION	NATURE OF RELATIONSHIP
Monitor	Monitor stakeholders' view	One-way. Stakeholder to team project	No relationship
Inform	Inform and educate stakeholders	One-way: team project to stakeholder, there is no invitation to reply	Short or long term relationship with stakeholders
Transact	Work together in a contractual relationship where one partner directs the objectives and provides funding	Limited two-way: setting and monitoring performance according to terms of contract	Relationship terms set by contractual agreement
Consult	Gain information and feedback from stakeholders to inform decisions made internally	Limited two-way: team project asks questions and the stakeholders answer	Short or long-term involvement
Involve	Work directly with stakeholders to ensure that their concerns are fully understood and considered in decision-making	Two-way between team project and stakeholders. Learning takes place on both sides. Stakeholders and team take action individually	May be one-off or longer-term engagement
Collaborate	Partner with or convene a network of stakeholders to develop mutually agreed solutions and joint plan of action	Two-way between team project and stakeholders. Learning, negotiation, and decision making on both sides. Stakeholders work together to take action.	Long term
Empower	Delegate decision-making on a particular issue to stakeholders.	New organisational forms of accountability: stakeholders have formal role in governance of an organisation or decisions are delegated out to stakeholders.	Long term

The level of engagement that we are looking for in MIMOSA is a combination of involvement, collaboration and consultation, for we want to work directly with stakeholders as their concerns and their needs must be fully understood and considered.

The key stakeholders to be involved are **regional organizations with influence towards regional and local authorities** with a large and proved competences on sustainable mobility topics.

5 Handling the MIMOSA permanent Cross-Border Network to foster a stable dialogue at cross-border level (CBN)

The CBN coordination process

The MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN), during the MIMOSA Project, will be coordinated by **PP3 Institute for Transport and Logistics (ITL)** in collaboration with the Lead partner **Central European Initiative Executive Secretariat (CEI-ES)**, PP1 **Friuli-Venezia-Giulia Region** and PP7 **Ministry of Regional Development and European Union Funds - Directorate for Islands, Sector for Sustainable Island Development Policy and Preparation of Development Programs**. After the MIMOSA project conclusion, the MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN) will be coordinated by **Friuli-Venezia-Giulia Region**.

The initial group of participants of the CBN will be composed by 14 MIMOSA project partners representing each of the MIMOSA Sustainable Mobility Quality Partnership Group (SMQPG). These 14 MIMOSA Project partners will join the CBN network as **full member**. The CBN will have a dedicated online platform for sharing documents and to make meetings (budget ITL for 2 years). The full members will have a full access (using dedicated login credentials) to all the materials and resources inserted in the CBN online platform. Full members will participate on the decision-making processes related to the development and enlargement of the CBN platform. In particular, the CBN is led by a **Steering Committee** composed by 4 organizations full members of which one is the coordinator². The Steering Committee meetings is in charge of the day-by-day decisions. The second level is made by the **General Assembly**, which is composed

² During the MIMOSA timeframe, the coordinator in charge is the Institute for Transport and Logistics – ITL – PP3. The others members are the Lead partner **Central European Initiative Executive Secretariat (CEI-ES)**, PP1 Friuli-Venezia-Giulia-Region and PP7 Ministry of Regional Development and European Union Funds - Directorate for Islands, Sector for Sustainable Island Development Policy and Preparation of Development Programs. After the project conclusion the coordinator in charge is **Friuli-Venezia-Giulia Region**.

by the representatives of all the full members, and it takes all the most important decisions which are proposed by the Steering Committee. Decisions are approved following the majority (50%+1) principle.

The General Assembly will also define the internal Rules of Procedures to be approved before the end of the MIMOSA Project.

The MIMOSA CBN platform is open to all the interested EU regional stakeholders, including those who are not part of the MIMOSA project and outside the outside the Italy-Croatia programme area. In order to manage new regional partners participation to the CBN network, a specific **registration form** will be activated on the CBN online platform. The interested organizations asking to be part of the MIMOSA CBN will join the network as “**associated partners**” and eventually inserted as full members.

The CBN local representatives’ selection as Network full members

The Table below presents all the **14 SMQPGs** (coded with numbers from 01 to 14) according to the region/county they are covering in the Italy-Croatia Program area. 6 SMQPGs are from Italy and 7 SMQPGs from Croatia. CEI, as coordinator of MIMOSA, and considering its territorial coverage, is invited as supra-regional full member in the MIMOSA Permanent Cross-Border Network on Sustainable Mobility (CBN).

Table 4. Sustainable Mobility Quality Partnership Group and representatives in the CBN network

Sustainable Mobility Quality Partnership Group				
Number	Country	PPs	Name of the region (NUTS 2 (IT)/NUTS3 (HR))	Representative institution and contact person in the CBN
01	ITALY	LP PP1	Friuli Venezia Giulia Region	...
02	ITALY	PP2	Veneto Region	
03	ITALY	PP3	Emilia-Romagna Region	
04	ITALY	PP4	Marche Region	
05	ITALY	PP5	Abruzzo Region	
06	ITALY	PP6	Puglia Region	
07	CROATIA	PP8-PP10	Primorje Gorski Kotar County	
08	CROATIA	PP9-PP14	Istria Region	
09	CROATIA	PP11	Dubrovnik Neretva County	
10	CROATIA	PP13	Split-Dalmatia County	

11	CROATIA	PP15	Lika Senj County	
12	CROATIA	PP16	Zadar County	
13	CROATIA	PP17	Šibenik Knin County	
14	CROATIA	PP7-PP12	Zagreb County	

Each SMQPG is coordinated by one or more MIMOSA project partner(s) identified in the table above. Each SMQPG during its first meeting select one **organization's representative** to join the permanent table as full member in representation of the MIMOSA local group. In case more than one organization is representing the same region/county, the partners will define who is the full member in the CBN.

Each MIMOSA project partner should send to PP3 ITL, using the mail mimosa@fondazioneitl.org, the name of the organization joining the CBN and all the required information of the **contact person** (providing an email, the telephone number and a CV). ITL will follow up with this institution to collecting additional information.

Potential key topics (proposal related to 2022 activities)

The CBN will work on several topics related the sustainable transport. In particular, the CBN will answer to request of the EU Bodies through the Transparency register, raising the voice of the CBN to the European Commission.

Moreover, during the MIMOSA CBN first year of activities, it allows Members to share their experiences and it can address the following topics:

- Analysis of **new EU policies** on sustainable transport and mobility (Green Deal, New EU Mobility Package, Fitfor55 Package, etc.);
- **Decarbonization of transport** at cross border level;
- How to **minimize the costs** related to the transition;
- Mimosas technical **main results** presentation;
- Support to the **MIMOSA strategical activities** foreseen in the Activity 6.1.

Further considerations on the key topics to be addressed will be discussed with all the MIMOSA partners with dedicated surveys and considering the local Sustainable mobility quality partnership groups key topics. Based on these consultations we will identify 1 or 2 topics from which start the 2022 discussions.

The CBN online platform

All the MIMOSA network activities will be promoted and disseminated using a dedicated online platform. This online platform will contain at least the following sections:

- Community section with the short bio of the different participants;
- Member area section with dedicated and confidential information (for example EU projects call for partners, etc.);
- EU News section with updated information on the main news on public transport, EU legislations, etc.;
- Events section
- Others

Further sessions will be added based on specific needs that will be mapped in the first year of operations.

6 References

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Forstater M., Krick T., Monaghan P. and Sillanpää M. (2015), *The stakeholder engagement manual – Volume 2: the practitioner’s handbook on the stakeholder engagement*, AccountAbility, United Nations Environment Programme and Stakeholder Research Associates.

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SULPITER (“Sustainable Urban Logistics Planning To Enhance Regional freight transport” supported by the “Interreg Central Europe Program”) (2016): deliverable DT2.1.1 “*Template for mapping of FUAs mobility stakeholders*”

ICARUS (“*Methodology for the stakeholders involvement*” supported by the “Interreg Italy-Croatia programme”) (2021): D.5.1.1 “*ICARUS Methodology for the stakeholder involvement*”