

Reporting of Dialogue Events

Deliverable D.T5.4.1

Interreg
Alpine Space



EUROPEAN UNION

AlpInnoCT
EUROPEAN REGIONAL DEVELOPMENT FUND



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Illustration: vectorpouch / Freepik

Introduction

The core of Work Package 5 in the AlpinnoCT Project (Alpine Innovation for Combined Transport) was the active involvement of all target groups in- and outside the consortium with so-called Dialogue Events. The Dialogue Events have been co-organized together with project partners, observers and external partners.

The approach of the Dialogue Events rooted in the idea to overcome rigid positions and the lack of communication between key actors. In other words, the main idea lied in getting various stakeholders: from freight transport, logistics, national and regional authorities, politics, economy and the civil society together on one table. The concept was to establish a common understanding and to elaborate solutions for a sustainable Combined Transport (CT) in and through the Alps in a participatory way.

The approach also included conflict resolution models, organizational management, etc. (available on the project website). The thematic focus thereby did not solely lie on Combined Transport, but on cross-border freight transport in the Alpine Space.

Throughout the AlpinnoCT project seven Dialogue Events were held. The first Dialogue Event took place in Trieste with the project consortium and observers, where the thematic key issues for the following Dialogue Events were discussed. The second Dialogue Event was organized together with the project partner EURAC, within the EU-SALP AG4 members (To promote inter-mo-

dality and interoperability in passenger and freight transport), and the thematic focus on pull measures to foster CT. The third and fourth Dialogue Events were placed along the transport corridors with the immediate practical relation to freight transport: Gotthard and Brenner corridor (was combined with the mid-term conference of the project in Prien am Chiemsee).

The fifth one took place in Ljubljana with the thematic focus of future challenges of CT development, the sixth again in Trieste with the topic of ICT tools to support intermodal transport. The logic of the Dialogue Events is coming to an end at the final conference event in Brussels which will also be the final Dialogue Event.

Throughout their implementation there was a strong consensus by all partners that the findings of the work packages of the project and various thematic focuses shall mould the actual implementation of the Dialogue Events and vice versa. Also, there were respective task forces for each Dialogue Event. The task force had the purpose of involving the right stakeholders and right topics and was stemmed by the Lead Partner, WP Leaders, Hosts of Dialogue Events and if needed by other strategic partners (e.g. EU-SALP AG4, business support organizations, members of Alpine Convention Working Group) (see Fig. 2).

Fig.1. What are Dialogue Events about?



¹ Small and medium-sized enterprises
² Unaccompanied combined transport

Methodological approach

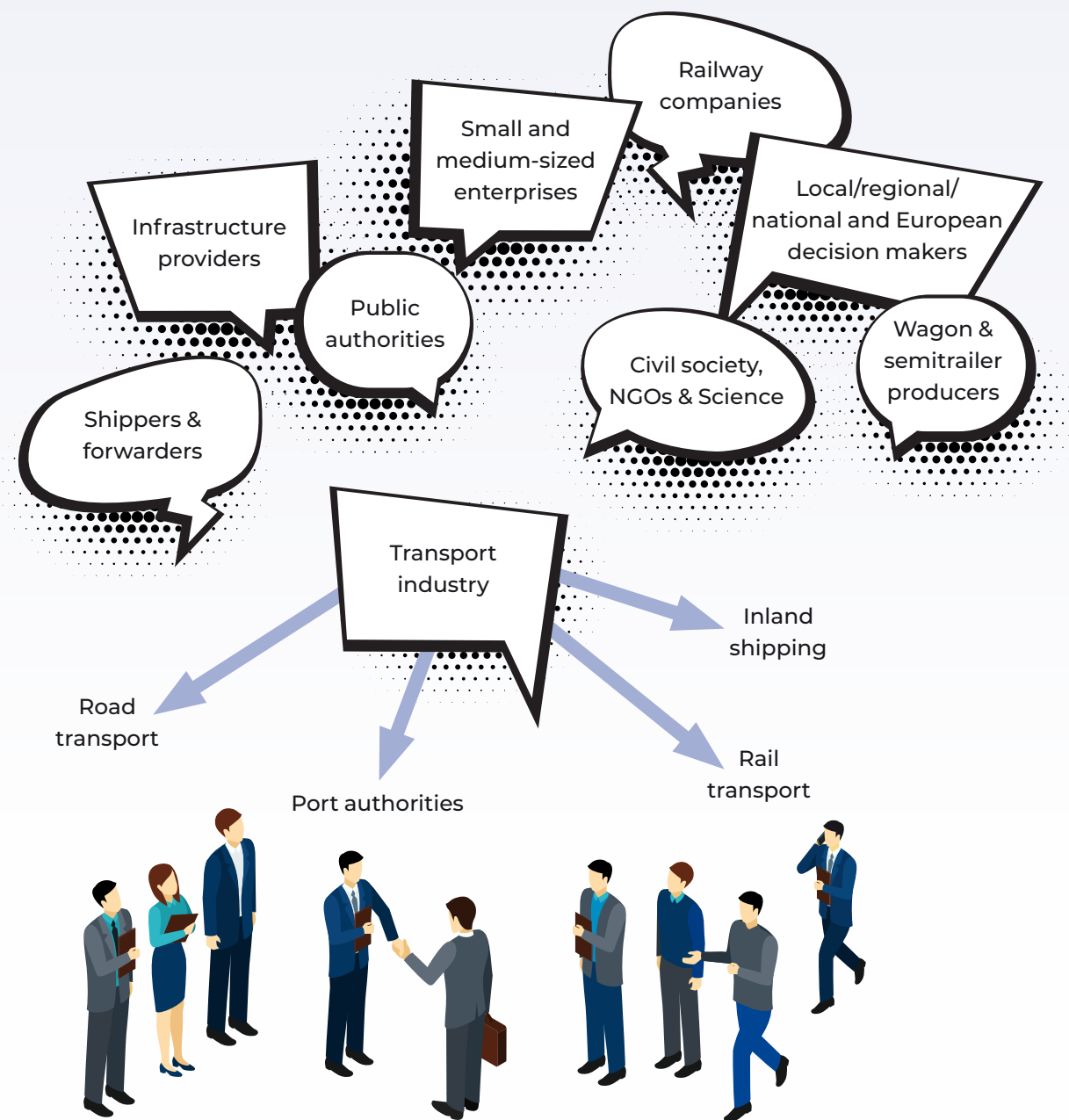
The idea of implementing Dialogue Events is based in the idea of developing a 'storytelling' for each event. The main objective is to create a joint development of measures and solutions to ensure an efficient and environmentally friendly freight transport in the Alpine region with policy recommendations. Through a participatory approach including conflict resolution models, organizational management, available on the project website¹ or in the deliverable D.T5.1.1 the project produced relevant output. By focusing on gaining new knowledge or discussing existing one it can be understood as a process and as a collective determination of a common development path. Also, by trying to tackle a complex topic such as giving recommendations on how to improve CT in the Alpine context it is crucial to implement more than one Dialogue Event.

The chosen methodological approach for the Dialogue Events was a mix between consultation and joint decision. Consultation involves tools such as public meeting with discussion, opinion survey and citizen panel, while joint decision involves methods such as study group, round table, citizen jury or dynamic facilitation (mediation). More detailed information on the methodological approach are pinned down in the deliverable³ produced throughout the AlpInnoCT project.

To be able to achieve a successful implementation of such Dialogue Events 'task forces' were installed with the task of making sure that the right stakeholders are involved and the right topics can be discussed. Such a task force typically consisted of the Lead Partner (StMB⁴), WP Leaders, the local hosts of Dialogue Events and if needed strategic partners from outside the consortium (e.g. EUSALP AG4 Lead, members of the Alpine Convention Working Group, Business Support Organizations, etc.). The stakeholders that were invited and addressed in the Dialogue Events were selected according to the thematic focus of each Dialogue Event by the WP Leader's and the consortium.



Participants



Implementation of Dialogue Events



Illustration: macrovector / Freepik; starline / Freepik; vectorpouch / Freepik

1st event: Preparing the ground



Place:
Hotel Savoia Excelsior Palace, Trieste, Italy



Date:
October 4th, 2017



36 participants:
Project consortium & Science
& Planning Stakeholders



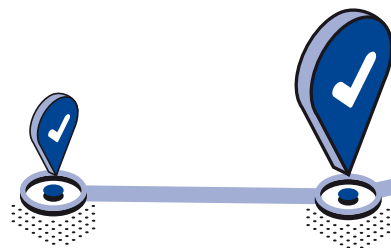
Round table
discussions
in Trieste.

Main results:

The first Dialogue Event of the AlpInnoCT project took place in Trieste on October 4th, 2017 and had the task of placing responsibilities and positions of project partners and observers in the spotlight. Topics and the direction of future Dialogue Events were discussed to be able to generate good outcomes and structures. Furthermore, a whole list of potential topics was formulated with a preliminary set of stakeholders as well as the constitution of a task force, diverse at each Dialogue Event. During this process, also the idea of identifying two topics for each event was established as well as the approach of storytelling for each of the Dialogue Events.



2nd event: Full measures



Place:
Bolzano, Italy

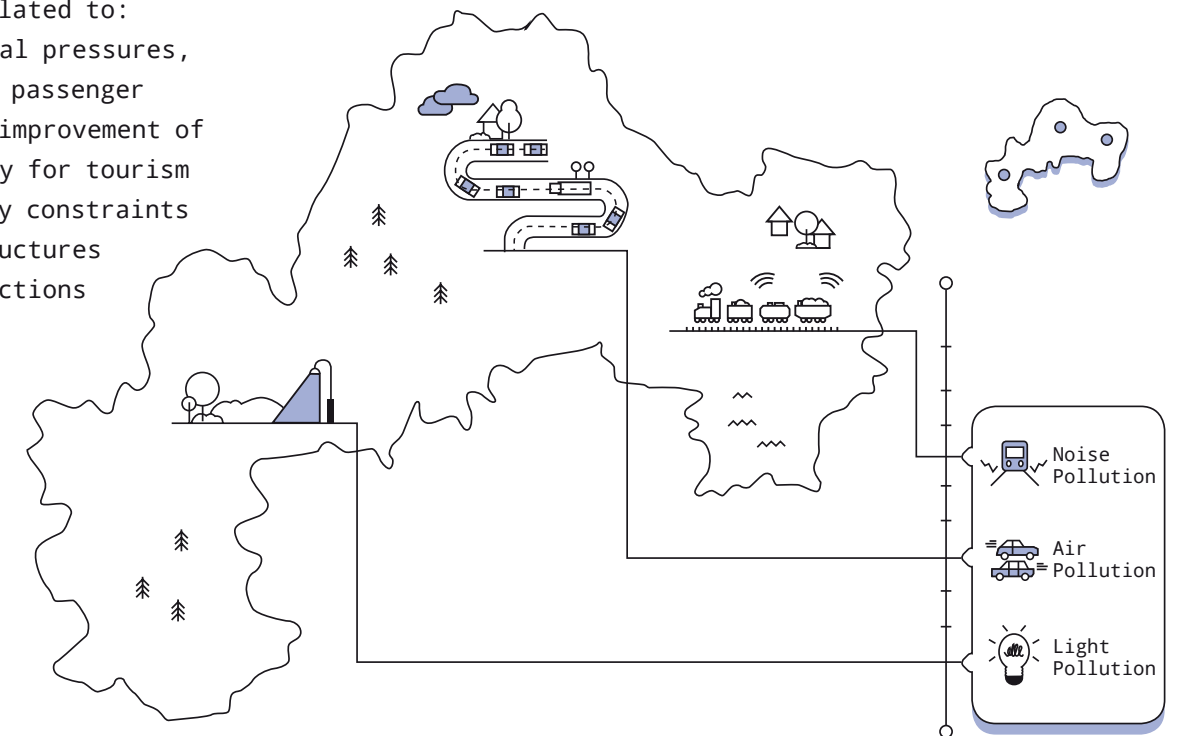


Date:
October 24th, 2017



33 participants:
project consortium,
regional decision-
makers, stakeholders
from science/planning
& EUSALP AG4

Conflict map comprising
conflicts related to:
environmental pressures,
freight and passenger
transport, improvement of
attractivity for tourism
and capacity constraints
of infrastructures
and constructions



Main results:

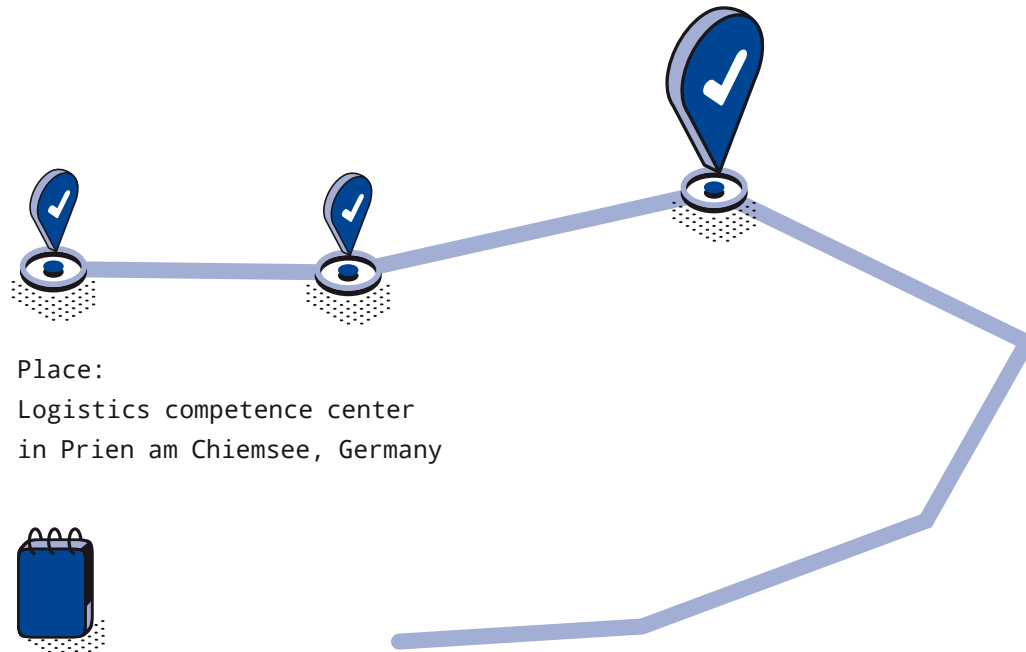
The Dialogue Event was undertaken under the frame of the EUSALP Action Group 4 "AG4- inter-modality and interoperability in passenger and freight transport" on October 24th, 2017. It was a milestone for initial cooperation between the EUSALP AG4 and the AlpInnoCT project.

The Dialogue Event further also contributed to the formulation and the first overview on pull-measures for CT and also how to discourage the use of trucks. One big achievement of the event was the formulation of a conflict map due to road freight traffic in and through the Alps. This map was fed by regional as well as inter-regional perspectives on existing conflicts which was then summed up by formulating opinions on already exist-

ing pull-measures to support CT and to prioritize the most effective ones. Pull measures are implemented to discourage the use of trucks by improving the alternatives. Main pull-measures that relate to CT are divided into four main fields: exemption from bans, financial support (incentives or subsidies), support measures, liberalization/permits and infrastructural development.

The set-up was organized in three round table discussions constituted of EUSALP AG4 members: one in German, one in Italian and one in English with all together 33 participants.

3rd event: Wish-list to foster CT



Place:
Logistics competence center
in Prien am Chiemsee, Germany



Date:
May 8th + 9th, 2018



130 participants:
small and medium-sized
enterprises (SMEs),
shippers, customers,
transport industry,
project consortium &
regional and local
decision-makers

Main results:

This dialogue was one out of two to be held along the main transport corridors through the Alps (Brenner-axis) and was organized in cooperation with the mid-term conference of the AlpinnoCT project and the 10th symposium "Logistik Innovativ 2018" on May 8th and 9th, 2018. Hence, the introduction was threefold: with the CEO of LKZ Prien GmbH (Logistics competence center Ltd.), the mayor of the local municipality and the lead partner of the AlpinnoCT project.

During the first day the focus was on innovative logistics of the transport market which

was then discussed on eight round tables with experts and high-level stakeholders: logistics, politics and associations, forwarders, railway companies, shippers and service providers for digitalization and innovations beyond CT with high potential for CT. Thus, the 130 participants had the chance to evaluate and discuss.

The second day was dedicated as the mid-term conference of the AlpinnoCT project, with another Dialogue Event on concrete pilot relations. The pilot lines Trieste-Bettembourg and Verona-Rostock were at the base of the seven round tables represented by various stakeholders following a set discussion structure: **1. General, 2. Infrastructure, technology, IT and digitalization, 3. Operations/processes, 4. Assets and 5. Mind Change.** All with the aim of defining concrete measures to increase the efficiency and environmental sustainability of freight transport across the Alps. After having collected numerous suggestions, the participants discussed and agreed upon about 70 "wishes" to improve CT as well as applicable measures to be implemented in the various processes of the transport chain. New approaches from industry and the production sector for transfer and success were defined as a game changer for CT. The focus of the implementation of action thereby lied on the operational part of the wishes which are at the base for the generation of the final product – the Toolbox of Action.

Photos: LKZ, SSP

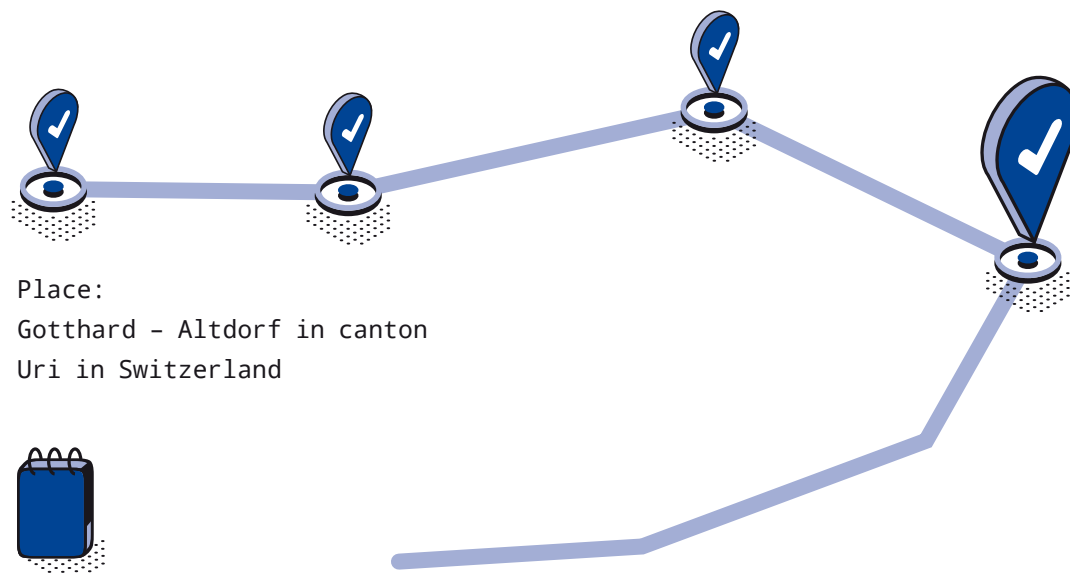


Conference participants
and panel discussion

Based on the discussions and the initial actions, it was agreed that every involved partner puts together pilot groups to integrate stakeholders and prepares pilot action plans (incl. description, time planning, concept of evaluation, involved stakeholders etc.).

The results prepared the ground for the Political Action Sheets #1 General upgrade of rail infrastructure connecting combined transport nodes with the main corridors and a special focus on relevant feeder lines and Action Sheet #2: Improvements and expansion of terminal infrastructure with new terminals, cooperation and networking.

4th event: Identify innovative solutions



Place:
Gotthard – Altdorf in canton
Uri in Switzerland



Date:
October 17th + 18th, 2018



90 participants:
VNL⁴ Schweiz members,
observers, regional
decision-makers,
project consortium
and NGOs

Main results:

In the centre of this Dialogue Event along the second main transport corridor through the Alps the Gotthard was innovation in freight transport by rail and how new solutions could supply remote Alpine valleys. The event was held on October 17th and 18th, 2018. With the background of the wish list from the former Dialogue Event in Prien, innovative ideas were presented. The approach was to unite three different traffic networks: iMONITRAFI, detranz and the AlpInnoCT network.

Potentials and priorities were classified and examined by means of existing material. Also, various ways of implementation in

4 Verein Netzwerk Logistik – National Thematic Network in Switzerland on logistics



Think tank and speed dating
of conference participants

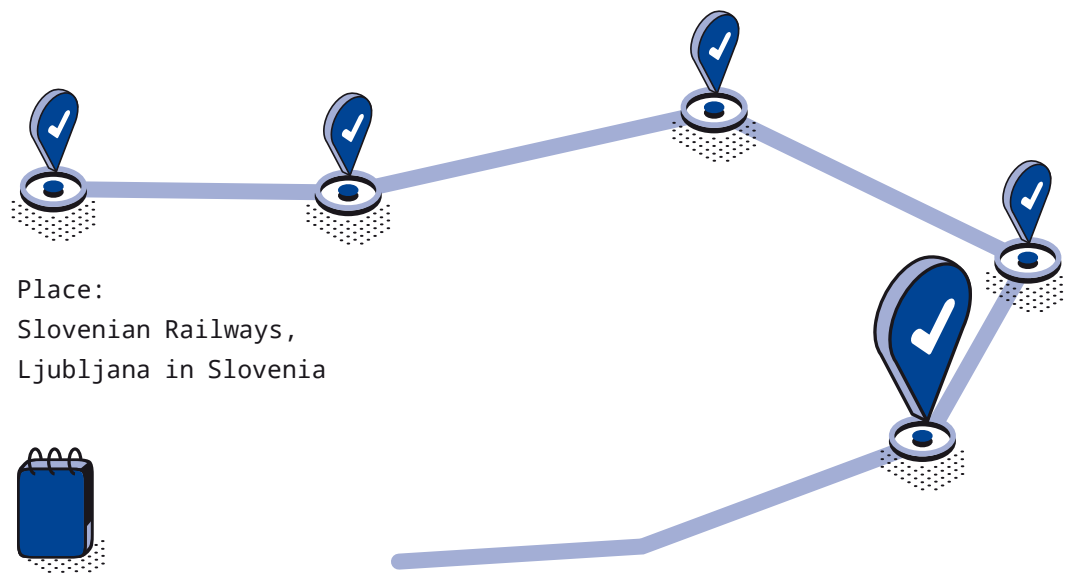


plausible formats were reviewed and then presented. Furthermore, the wish list was taken up in the form of a think tank "From request to reality" where more details on why certain wishes are preferred to others were noted down in a paper form and then debated in various sub-groups, such that 6 prioritized wishes (not including the technical ones) could be pinned down. Measures that found the highest consent were: harmonization measures and pull/ and push measures, measures that give preferential treatment to CT and the initiative to introduce an European Infrastructure management. The results laid the ground for Political Action Sheet #3

Higher prioritisation of rail freight transport, #4 Financial support for Combined Transport and #5 Fostering harmonization of data and data exchange.

The following day was reserved for excursions to explore the heavy vehicle inspection centre Erstfeld as well as the Gotthard Tunnel.

5th event: Challenges of future CT development



Place:
Slovenian Railways,
Ljubljana in Slovenia



Date:
November 14th, 2018



63 participants:
small and medium-sized
enterprises,
project consortium



Plenary session
in Ljubljana

Main results:

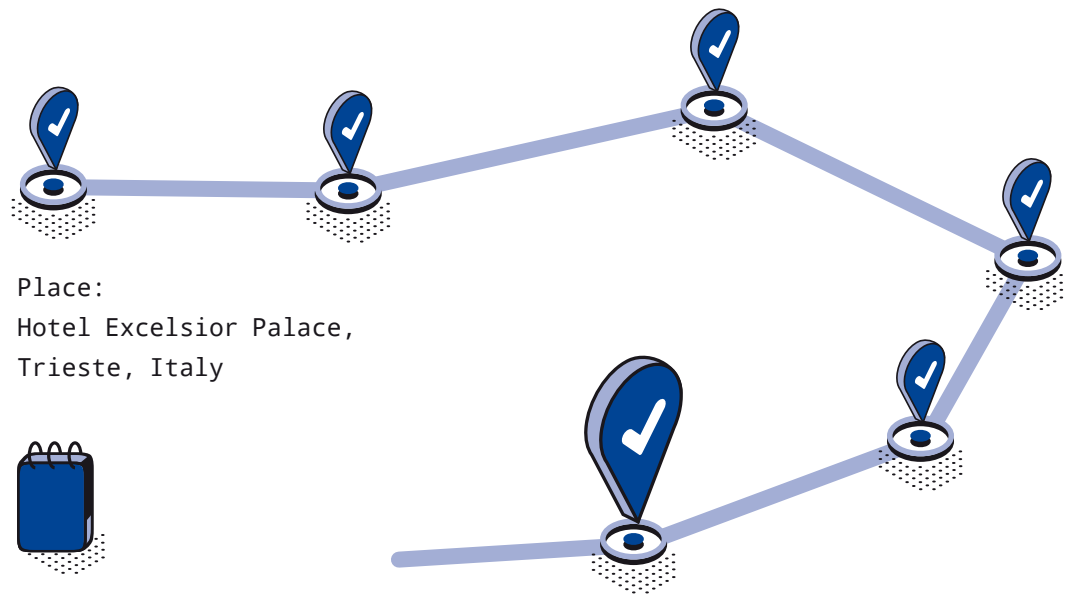
The Dialogue Event was held by Slovenian Railways and the Institute of traffic and transport Ljubljana on November 14th, 2018. The focus was on regulations of combined transport in Slovenia and its amendments in light of the draft to directive 92/106/EEC. This was outlined by practical examples and proposals for efficient Combined Freight Transport as well as through the example of challenges of future CT.



Round tables were held to gain a comprehensive update of the required railway infrastructure changes in Slovenia. The discussions evolved around how and which support a country needs that intends to implement several measures, including financial in the form of dedicated budgetary resources, modernizing legislation under the European regulation and others.

The output was that the Combined Transport business sector should strive to increase the competitiveness of its work at all stages and a system for dealing with and solving problems of CT at the state level should be put in place.

6th event: Freight modal shift: challenges, opportunities, perspectives



Place:
Hotel Excelsior Palace,
Trieste, Italy



Date:
November 29th, 2019



28 participants:
regional public authority,
transport industry (port & rail),
higher education & research,
infrastructure service providers

Main results:

The Autonomous Region of Friuli Venezia Giulia (FVG) and the Trieste Port Authority (TPA) of Eastern Adriatic Sea organized the last Dialogue Event* of the AlplnnoCT project. The event started with a presentation of the project made by FVG, followed by the presentation made by TPA on the ICT pilot case on intermodal transport.

The achieved results highlight that a demand for road freight transport exists within the regional territory and covering medium-long distances (i.e. more than 6 million tonnes a year) and that it differs significantly by goods category

*For scheduling reasons Dialogue Events 6 has taken place after the Final Conference



Presentation and round table discussion with experts from transport industry, railway companies and infrastructure providers

and transport corridor. The created scenarios show that significant effects in terms of modal shift towards Combined Transport could be achieved only with relevant changes in the cost of road transport (i.e. + 20%). The approach used highlights the decisive role played by both the differentiation by goods category and transport corridor.



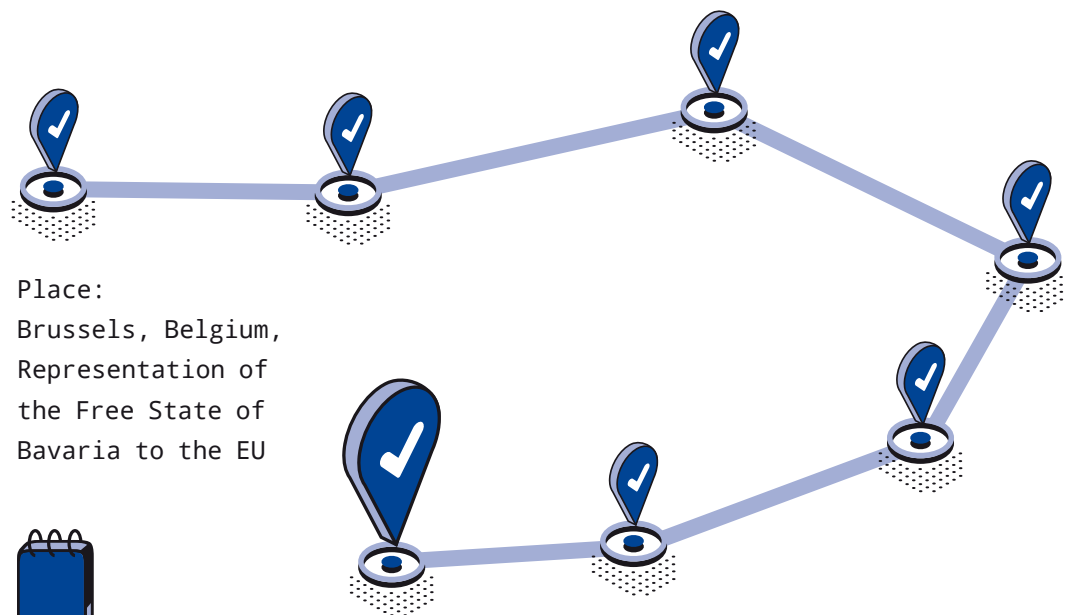
Then the “Methodological approach to pilot action assessment” was presented which was used for assessing TPA’s pilot case, highlighting the conclusions of the assessment based on a multi-criteria and multi-actor assessment conducted to determine the best alternative in order to improve the flow of rail freight transport. This revealed that TPA is the most influential actor to achieving the main goal under the macro-criterion of technology, as chosen in the pilot case carried out during the project. Among the considered criteria, those of greater relevance are the aspects linked to the homogenization of customs clearance and administrative controls, communication with external actors, waiting times and accidents’ reduction.

A round table took then place, moderated by a representative of RFI (Rete Ferroviaria Italiana) on the topic of freight modal shift. The discussions evolved around the difficul-

ties TPA is facing in convincing small producers about the advantages of Combined Transport in order to have a change towards a more sustainable transport chain. RFI explained that the investments made in the past years and those forecasted in the coming years on the rail network in the FVG Region are using the same infrastructure as the passenger transport services are. Consequently, in some sections the level of saturation of the railway line is very close to be reached. The representative of Rail Cargo Carrier-Italy underlined that incentives at national/regional level are important for fostering Combined Transport.

All the panellists appreciated the work carried out in AlplnnoCT and the chance given by the round table of the Dialogue Event for talking about the opportunities and the constraints of CT.

Final conference, 7th event: Policy recommendations for a sustainable trans-border Alpine freight transport



Place:
Brussels, Belgium,
Representation of
the Free State of
Bavaria to the EU



Date:
November 19th, 2019



68 participants:
project consortium, research,
small and medium-sized
enterprises, industry
representatives, members
of the European Commission,
representatives of the
countries in Brussels



Panel discussion
among experts from
all stakeholders.



Main results:

The final Dialogue Event as well as the final conference of the AlpInnoCT project were held at the Bavarian representation in Brussels and took place on November 19th, 2019. The focus was on the presentation of the Political Action Sheets elaborated in the project.

The Dialogue Event started with an external input about electronic exchange of ETA (estimated time of arrival) information, followed by a short presentation of three Political Action Sheets. The presentations served as input for a moderated discussion among experts from regional public authorities, universities, NGOs and the transport industry.

The discussion evolved around how the recommendations of the AlpInnoCT project can now be put into practice. All participants agreed that it is time to finally implement the findings, as parts of the demands are in discussion since 20 years.

The final output of the discussion was that the European Commission should take over responsibility and work together with the industry, Member States of the European Union and the EUSALP Working Group 4 to overcome political barriers. Furthermore communication and awareness rising is needed among all involved stakeholders to show the advantages of Combined Transport.

LESSONS LEARNED



→ CT is a special transport form involving various modes and is often not known in detail to all target groups, for example civil servants dealing normally with transport in general. It is therefore decisive to give first of all the participants of a Dialogue Event at the beginning an introduction to CT and its main aspects to bring all participants to the same level of knowledge. Additionally, the participants should be informed about the aims of the Dialogue event and the expected input.

→ Those Dialogue Events that have been attached to already on-going events (like EUSALP AG4 working group meeting, mid-term conference) had a significant higher number of participants in quantity and quality.

Illustration: macrovector / Freepik

→ After the first Dialogue Event it turned out that it is more purposeful to organize the Dialogue Events with a target group-oriented approach (without excluding experts from other target groups). The technical language spoken by industrial representatives has not always been easy to understand for the other dialogue groups (civil servants, civil society). After the target group-oriented events the findings have been summarized and discussed among all stakeholders with a common consolidation process, resulting in Political Action Sheets.

→ An exchange on different regulations of CT of entrepreneurs and civil servants has been useful on international level to foster understanding. Nonetheless when it came to the development of detailed recommendations it has been more useful to discuss these points on national level and then summarize common findings for the international level (see action sheets).

→ Seen from a methodological point of view it has been a success to

- _ have an external input as an opener of the Dialogue Event, before starting the discussion
- _ have the discussions on small tables with max. 10 participants, a table moderation and one clerk
- _ prepare issues to be discussed on poster, flip-charts, etc. to also have a visual input the participants can refer to.

→ For the different Dialogue Events, different partners in- and outside the consortium have taken over responsibility content- and organizational-wise. This was a very successful approach, as for each Dialogue Event different perspectives have been included.

→ The Dialogue Events along the main corridors (Brenner, Gotthard) fostered the exchange and communication. Nonetheless, it is not possible to change the very big picture and solve the whole problem of conflicting demands of economy and nature in the Alpine region with an Interreg project.

RESULTS

6 Political Action Sheets



The main results of the Dialogue Events are the 6 Political Action Sheets with concrete policy recommendations:

- **AS1:** General upgrade of rail infrastructure connecting combined transport nodes with the main corridors and a special focus on relevant feeder lines;
- **AS2:** Improvements and expansion of terminal infrastructure with new terminals, cooperation and networking;
- **AS3:** Higher prioritisation of rail freight transport;
- **AS4:** Financial support for Combined Transport;
- **AS5:** Fostering harmonization of data and data exchange;
- **AS6:** Support communication to raise awareness on Combined Transport and empower local capability for Combined Transport problem-solving;

OUTLOOK

It is now the task of each project partner and observer to try to bring the recommendations into practice. As parts of the consortium are also members of the relevant political working groups like the Alpine Convention Working Group Transport and the EUSALP AG4, it is their task to proceed after project's end.

As the discussions at the Dialogue Events among all stakeholders have been appreciated by all involved parties a yearly Dialogue on freight transport in the Alps should be installed. This could perfectly be organized in the framework of EUSALP.

