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CIVITAS PORTIS TRANSFERABILITY

INSIGHTS INTO THE IMPLEMENTATION OF SMART MOBILITY MEASURES

INTEGRATED GOVERNANCE AND SUMP FOR CITY AND PORT



A publication by the CIVITAS PORTIS consortium

MOBILITY MEASURE INTEGRATED GOVERNANCE AND SUMP FOR CITY AND PORT

WHAT IS IT ABOUT?

Within CIVITAS PORTIS, five EU port cities have set up strong integrated governance structures, in order to reach the following objectives:

- To set up a strong formal and informal cooperation between city, port and other stakeholders
- To set up new collaborative institutional structures creating and implementing a common mobility vision for port city sustainability and growth. These structures will implement common mobility plans for the CIVITAS PORTIS cities;
- To develop a common sustainable mobility vision for port and city in order to implement integrated operational measures;
- To set up the first combined city/port authority/regional authority by the new governance structures; incorporating strategic national ministry and European objectives relating to relieving TEN-T bottlenecks.

KEY ELEMENTS

Key elements of the PORTIS integrated governance approach are:

- Collaborative re-thinking of the port-city relationship and planning approaches linking different political and administrative levels (city, region, state)
- Set up formal and informal discussion platforms, involving:
- new collaborative institutional structures
- informal discussion platforms on different operational and decision levels, workshops, focus groups, events, ...
- knowledge-sharing platforms
- intensive cooperation with all stakeholders
- Technical cooperation offices
- Integrated planning approaches and regional SUMPs including the port strategies
- The innovative collaborative governance structures established will develop new channels for dynamic public and business sector engagement in the whole planning process, from the development of a strategic vision to detailed implementation issues.



CONTEXT & CHALLENGES

The main challenges for all PORTIS cities to be tackled by this integrated approach are:

- Cities and ports having their own priorities, knowledge, budget and decision levels make an integrated sustainable mobility and growth difficult;
- Cities and ports having their own mobility and master plans (SUMP, SULPs, Land-use Masterplan, ...) with often conflicting intentions.



IS THIS SOMETHING FOR US?

Key benefits - impacts

- Efficient governance structures
- Performant and inter-strengthening plans
- Sustainable mobility and growth
- Long-term effects beyond project lifetime

Crucial conditions for implementation

- Limited financial efforts, even strong resource-saving potentials
- Crucial involvement of all stakeholders beyond the port and city key partners
- Political support

Specific contextual elements

- Specific local growth potentials and plans of port and city
- Ownership of the port area: city level, regional/state level

FROM CONCEPT TO REALITY

Important process-related elements for the implementation of an integrated governance approach are:

- Use a strong catalyst to get the process started and get stakeholders round the table (e.g. major road works and infrastructural projects in Antwerp, the development of a new harbour in Aberdeen)
- Develop a strong, shared mission to unite all stakeholders this mission can shift along the way as mobility is an ever evolving issue; also involve new stakeholders (eg new mobility providers) along the way
- Stakeholder consultation: identify key stakeholders, organise briefing sessions
- Organise working groups to discuss specific themes/progress specific measures with wider group of stakeholders
- Information sessions/forums/events in public area to inform and consult a wider audience/local residents eg through conferences, surveys, ...
- The importance of supporting activities throughout the whole process



IMPLEMENTED IN FIVE EU PORT CITIES ACTING AS LIVING LABS

This framework/CIVITAS PORTIS strategy is illustrated by concrete cases of five very different EU port cities that set up an integrated governance approach tailored to their city context thanks to the CIVITAS PORTIS project:

ANTWERP

- Roadmap 2030 for the City and Port region involving all stakeholders
- Fostering institutional dialogue
- Smart Ways to Antwerp /Marketplace for Mobility



ABERDEEN

- Optimising SUMP

TRIESTE

- Integrating SUMP
- Establishing a Multi-governance technical office

CONSTANTA

- Formal and informal cooperation port-city and integrating SUMP
- Establishing a Mobility Forum on city-port vision and projects for citizens and stakeholders

KLAIPEDA

- Adopting Good Practices in SUMP
- Establishing a City and Port Cooperation platform

IS THIS SOMETHING FOR US?

Although the five participating CIVITAS PORTIS cities are all very different in contextual aspects determining the nature of their city-port relationship, they have all clearly demonstrated to have yielded the benefits of an integrated port-city approach tailored to their specific context and challenges. This indicates a clear potential that a similar approach can be successful in any other EU port city.



ANTWERP: A SHARED MOBILITY APPROACH FOR THE WHOLE ANTWERP TRANSPORT REGION

1. Cooperation on different levels: local, regional, involving intermediaries, etc, through the:

- Strengthening of existing cooperation platforms
- Starting new collaboration platforms (eg. with companies and mobility providers and on data management)

The initial motivation for the cooperation model was the coordination of road works impact management (47 infrastructural projects in Antwerp having a major impact on the city's accessibility), later on the cooperation also focused on the:

- Coordination of measures providing sustainable mobility solutions
- Coordination of communication on road works and sustainable mobility solutions

The integration and completion of available data played a major role in setting up a shared mobility approach. An in-depth analysis of mobility patterns and trends in the city of Antwerp and the wider region was performed to act as a foundation for a knowledge-based policy. Three main target groups are addressed; citizens, employees in Antwerp and visitors.

2. Integrated regional SUMP for city & port covering the wider Antwerp transport region, 'Roadmap 2030' involving all regional stakeholders and main action groups

Objective/What is it about?

- A new policy context occurred during Portis; the Treaty for the Future. This means that a new SUMP for city and region is being created, Roadmap 2030, defining a vision and concrete actions to deliver the goals of the Treaty for the Future:
- The treaty defines 5 principles: closing the ring road, covering the ring road, an ambitious modal split of 50/50, a northern trajectory for transit traffic away from the city centre; and on-going cooperation between the stakeholders.
- City and port are the main stakeholders; so both the city and the port were strongly involved in the development process



- To set up a regional mobility forum including city, port and other stakeholders (the Flemish government, all 32 Antwerp municipalities, public transport-operators, civic movement, etc.)
- To come to an integrated multi-modal development plan for the city and port for 2030
- This new SUMP ('Roadmap 2030') does not only cover the city, but the complete functional area or city region (incorporating 32 municipalities). The Flemish government (infrastructural projects partner LANTIS) and the city take the lead in this, supported by several working groups. Citizens are also involved in this participative policy and planning process.
- The authorities jointly set priorities in this Roadmap. This requires a shared commitment and responsibility from all stakeholders involved.



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Context & challenges

- Port of Antwerp, city governed but own port authority managing the port area
- Antwerp as an (inter)national and local mobility nodal, with a fair number of commuters, together with (port-generated) freight and logistic transport
- The Port of Antwerp is Europe's second largest port; crucial to the city's economy and infrastructure and is situated outside the city area – employing +/- 60 000 people
Due to its central location in Europe, road transport plays a crucial role in connecting the port to its hinterland. The Antwerp Port Authority states that in 2016, 52% of the total goods flow to and from the port of Antwerp by road. This has a major impact on traffic in and around the city.
- Masterplan 2020 including 47 infrastructural projects to tackle mobility challenges and improve the accessibility in city & port urged the need for an integrated approach to keep the region accessible during the road works.
- Ensure the environmental liveability of the city and the economical liveability of the port and region by a 50/50 modal split
- Long-standing discussion on possible mobility solutions

Key elements

- Agreement on cooperation on technical and strategic level between port, city, the Flemish government and action groups
- A range of working groups and cooperation platforms
- Roadmap 2030: The creation of a regional mobility approach & regional mobility plan for 32 municipalities in the Antwerp region



3. Common strategy/collaboration model 'Smart Ways to Antwerp'

Objective/What is it about?

- To set up a joint communication, marketing, and collaboration strategy to foster sustainable mobility under the brand name 'Smart Ways to Antwerp';
- This joint approach encompasses a range of 'soft' mobility measures and an integrated communication approach to nudge behavioural change

Key elements

- Strong communications campaigns
- Active travel advice by development of own intermodal route planner giving personalised travel advice & combining different transport modes
- Involving residents themselves
- B2C and B2B approach



AN INSPIRATIONAL GOVERNANCE-TO-BUSINESS APPROACH: THE MARKETPLACE FOR MOBILITY

Within the framework of the Smart Ways to Antwerp approach, a strong governance-to-business approach was set up, with, amongst others, a new cooperation model called the Marketplace for Mobility (B2B). This strong stakeholder engagement strategy aims at stimulating (private) mobility/transport providers to expand the range of sustainable mobility services and products for both passenger (private and public) as freight transport. The Marketplace for Mobility applies different ways of cooperation and participation:

- Partnerships: existing mobility providers can become partner of Smart Ways to Antwerp, companies involved get promotional and communication support to increase their visibility
- Specific project calls: selected partners get extensive (financial and non-financial support) throughout the development of a specific project
- Logistic optimisation: The city of Antwerp works with its partners of Smart Ways to Antwerp through dialogue sessions, workshops and research, the City of Antwerp works on an optimization exercise in the logistic sector for mid- and long-term realisation.

Partners are being accepted to the marketplace for mobility if they offer a solution to keep the Antwerp region liveable and accessible, i.e. offer one of these types of mobility solutions:

- Modal shift, e.g. bike sharing system
- Time shift, e.g. encouraging companies to implement flexible working schedules
- Location shift, e.g. local distribution hubs to avoid congestion areas
- Technology shift e.g. MAAS-applications to foster behaviour change

The cooperation model of the Marketplace for mobility has a positive, entrepreneurial atmosphere in which private and public partners co-create socially relevant solutions. The project call is a relatively accessible instrument that offers companies the opportunity to roll out a project in Antwerp with the support of the city. A strong involvement and understanding is created between the city and the company involved. In this way, the Marketplace for mobility acts as a laboratory for mobility solutions.

The Marketplace for mobility contributes not only to reducing traffic congestion, but also provides new practically-oriented insights for policy-making. Because the city is actively involved in concrete projects, thresholds and levers for innovation become visible. Pilot projects lead to practical and experience-based policy advice.



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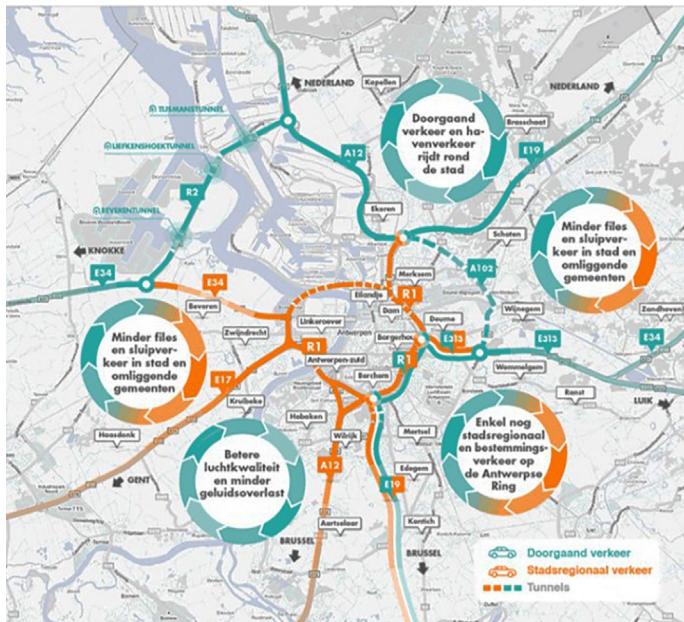


Figure 1: Continuous traffic and City- and regional traffic in Antwerp

Benefits

The main advantages of Antwerp's regional mobility strategy are the following:

- Guarantee a synergy, whereby the various mobility interventions strengthen each other;
- An incentive for all partners involved to make forward-looking decisions, keeping in mind a broader perspective than their own territorial and functional competences;
- The ability to foster behavioural change at neighbouring municipalities commuting to the city by extending the Smart Ways to Antwerp approach to the whole Antwerp region

Lessons Learned:

Antwerp gathered the stakeholders around a SHARED MISSION; this is very important to be able work towards a common goal and sustain the engagement of all partners.

Legacy/beyond PORTIS:

The successful collaboration model will be continued and further upscaled to the whole Antwerp transport region, because mobility doesn't stop at the borders of a city. The city of Antwerp and its partners will continue the development of a new structure for the whole Antwerp Transport Region. Network events with stakeholders will be continued for the implementation of the Roadmap 2030.

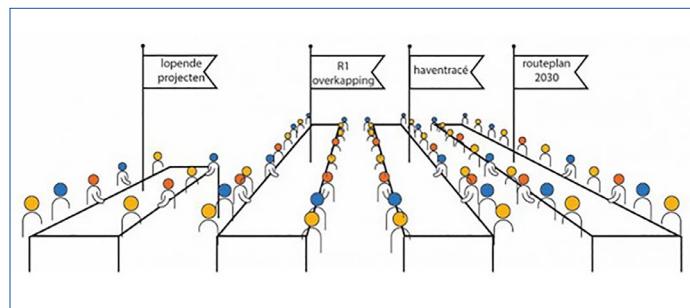


Figure 2: Roadmap



ABERDEEN: DEVELOPMENT OF A NEW SUMP DRIVEN BY NEW HARBOUR DEVELOPMENT

1. Establish a SUMP for city and port

Objective/What is it about?

- To achieve a sustainable city centre: develop a SUMP specific to the city centre
- To ensure the new Nigg Harbour Development is incorporated into the Sustainable Urban Mobility Plan (SUMP)
- To support other key strategy documentation such as the Local Transport Strategy and Roads Hierarchy and the possible introduction of a Low Emission Zone (LEZ) in Aberdeen city centre

Context & challenges

- High car usage in city centre
- Current parking schemes for Aberdeen are not efficient
- High pressure of the port on the city centre (Aberdeen's port being situated very close to the city centre)
- A new ringroad gives the opportunity to guide the through and port traffic in a new way and use the City centre as a destination rather than a through route
- New expansion project south of the existing harbour forms the most important driver for a new SUMP

Key elements

- Roads Hierarchy Review to support collective and active travel

- Strategic Car Parking Review

- City Centre SUMP: Establish a framework for future transport and traffic management projects throughout the City, including also the area of the new harbour

- Strategic Car Parking Review

- Supporting interventions
 - Strong public engagement process
 - Creating a knowledge-sharing platform

- Development of the SUMP has been overseen by:

- Various Aberdeen City Council teams encompassing transport, planning and the environment and PORTIS partners
- Aberdeenshire Council,
- Nestrans (regional transport partner) and
- Aberdeen Harbour Board

2. Integrated strategy for the port extension

Supporting interventions:

Stakeholder consultation is essential for a successful implementation:

- Meeting with Aberdeen Harbour Board Local partners to allow for discussion around the expectations for walking and cycling provision associated with the new harbour to



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gather opinion from a wide variety of sources. As part of the Nigg Bay development, the Council, harbour and other partners are working to determine what sort of transport infrastructure may be required to support the opening of the new site. Hence, the new harbour was the driver. The issue is to maximise the economic potential of the new site via improved transport infrastructure. To this end, there is a wider study ongoing, looking at multimodal links to the new harbour, with the SUMP helping in the development of the walking and cycling elements.

- Input was being sought from key stakeholders, such as the Aberdeen Harbour Board. Various Aberdeen City Council teams encompassing transport, planning and the environment, Aberdeenshire Council, and regional transport planner Nestrans formed a project team, overseeing, shaping and guiding development of the SUMP. A virtual 'project team' was established, composed of representatives from all the relevant teams within the Council (transport, planning, environmental, air quality etc.) as well as with the project partners (Aberdeenshire Council, Nestrans, Aberdeen Harbour Board). The group has been asked for input at each stage of SUMP development, so they have helped with forming the vision and objectives. The intention is to 'take all the relevant teams along the journey' so that if there are any concerns with the proposals (e.g. if something was undeliverable or unsafe) these are flagged and dealt with early. All relevant teams therefore have the opportunity to raise queries or concerns so that there are no surprises in the draft SUMP. This ensured broad agreement at officer level.
- Political support and engagement with local authority politicians; planned consultation and briefings for local authority politicians have been organised throughout the process.



Wider stakeholder consultations involved:

- Aberdeen residents and local business community were invited to feed into SUMP development via a range of consultation activities;
- Thorough review of the (many) previous surveys/questionnaires etc. about what people would like from the city centre to set a context for the SUMP; this also fostered political acceptance of the SUMP
- Presentation of the draft SUMP to Council committee as part of a package of measures (including roads hierarchy and car parking review) to revolutionise transport in the city centre, with a recommendation that the SUMP undergo a period of public and stakeholder consultation before being finalized later in the year.



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Lessons learned:

The acceptance of the Aberdeen Sustainable Urban Mobility Plan certainly benefitted from the Plan being presented as one piece of a much larger transport jigsaw (encompassing city-wide work streams such as road reclassification changes, a review of car parking policies, ongoing delivery of a City Centre Masterplan and proposals for a Low Emission Zone), rather than being developed in isolation. This enabled decision-makers and members of the public to clearly see how these various elements fit together to form a coherent and positive vision for the future of transport and sustainable mobility in the city.

Legacy/beyond PORTIS:

- As the Aberdeen SUMP encompasses a 20-year lifespan until 2040, it will be taken forward to cover a period much longer than Civitas Portis allows. The SUMP will be integrated with future plans, strategies and schemes, including the forthcoming Car Parking Strategy, Active Travel Action Plan refresh, Local Transport Strategy refresh and LEZ development.
- With awareness and acceptance raised during PORTIS, it is hoped that mobility measures such as the implementation of a low emission zone (2022) can be implemented smoothly, now that ongoing dialogue between city and port is ensured, as SUMP-measures will go through a further consultation process with all key partners consulted

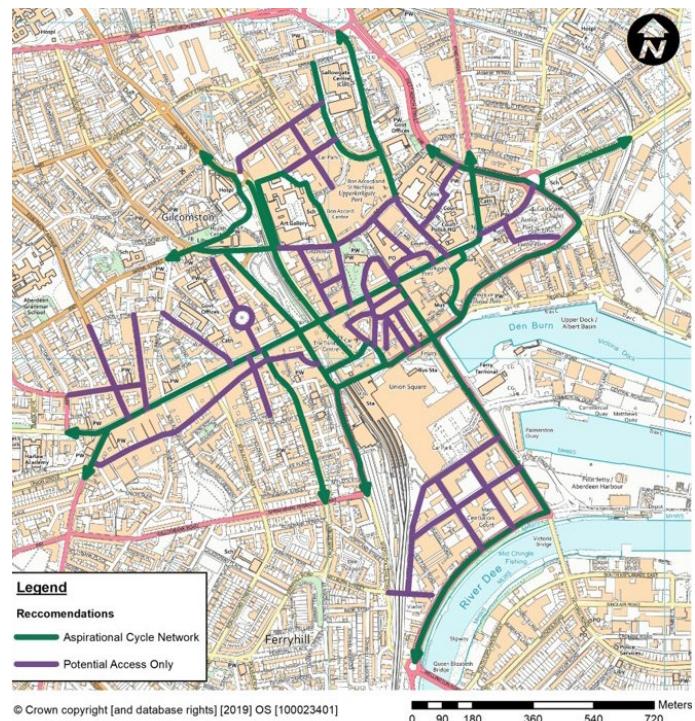


Figure 2: Map of Aberdeen - Cycle network & potential access only



CONSTANTA: ESTABLISHMENT OF A DECISION-SUPPORT MOBILITY FORUM: THINK-TANK FOR INTEGRATED CITY-PORT SOLUTIONS

Within PORTIS, Constanta established two key projects that led to an integrated city-port governance:

1. Mobility (City/Port) Forum
2. Integration of SUMP with Port Masterplan

Objective/What is it about?

- To develop a common vision on the development of city and port
- To set up an operational Mobility Forum bringing city, port and other public and private mobility stakeholders together



Context and Challenges

- Both the City and the Port (state owned) are developing mobility measures based on an individual approach that may lead to the risk of scattered, conflictual and overlapped actions.
- Before PORTIS, the cooperation between the City and Port authorities was only formal, based on obligations provided by the national legislation
- Lack of communication and involvement culture across all levels of authority
- The main Port gate entrances that are used by the Port employees and people that have different businesses within the Port area (passenger-related traffic) are located right at the entrance of the old city centre; this proximity makes it important to set up joint projects improving the accessibility of city and port

Key elements

- Improve the cooperation between the City and Port authorities in the field of mobility and urban planning and implementation of related actions

- Identification of the main stakeholders in the field of urban planning and mobility for city and port
- The Mobility Forum:
 - meetings, workshops and in-depth discussions to act as a think tank on integrated solutions
 - creating a knowledge-sharing platform
 - No legal body – the forum fosters informal discussions Open sessions that everybody can engage with and working groups with specific stakeholders/experts, eg. on public transport, parking, Central Area Accessibility, Freight Transport, and Neighbourhood level mobility.



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- Identification of specific skills and jobs needed in order to deliver the most suited mobility policies and measures at local level
- The involvement of the decision-taking level representatives in the Mobility Forum works well to overcome some barriers, especially in cases where there is a lack of legal framework such as for certain types of data exchanges.

From concept to implementation:

Preparation:

- Identifying the relevant stakeholders in the field of mobility and urban planning
- Analyses of the national and European legal and institutional framework in the field of mobility and urban planning
- Analyses of best practice examples regarding stakeholders engagement
- Establishing the modus operandi of the Mobility Forum: The Mobility Forum works in plenary open sessions and in working groups, in which a selected number of stakeholders/experts in the field discuss concrete projects in a specific area of interest: public transport, parking, Central Area Accessibility, Freight Transport, and Neighbourhood level mobility.

Implementation & operation:

The mobility forum was established with a kick-off meeting combined with a march to promote walking. This way, the establishment showed its engagement to find solutions for sustainable mobility and acted as PORTIS



ambassadors to promote soft mobility. At the same time, the importance of an open communication with the general public on the projects and measures that would be developed through the forum was made clear from the start.

Mobility Forum meetings

Forty meetings were organised, involving over 500 participants from public bodies, universities, public and private companies, NGOs, and the general public. Different formats were being used for the meetings, according to the goal of the meetings and the stakeholders involved, such as workshops, thematic discussions, presentations with debates, and experts meetings.

As a result, eleven concrete measures were proposed to the decision taking level and approved on the following subjects:

- Introduction of Public Transport inside the Port area
- City parking policy
- Reallocation of street space in the City



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- Vehicle access restriction regulation in the historical city area
- Establishing the Public Transport Authority at the metropolitan level
- PORTIS awareness raising campaigns

Lessons learned:

- The cooperation of stakeholders at an executive level is necessary for the swift design and implementation of mobility measures but not sufficient. The involvement of the decision-taking level from the early stages of design is fundamental for the successful adoption of sustainable mobility measures.
- It is not sufficient to organise and participate in meetings regarding sustainable mobility actions if further steps are not considered and followed appropriately. After every mobility forum meeting, the secretary of the Mobility Forum, a representative of the Metropolitan Area, drafts and sends proposals for actions to the appropriate stakeholders.



Legacy/beyond PORTIS:

- A joint protocol of city & port for further design and implementation of strategies, plans and the mobility actions;
- Further collaboration of city and port on specific sustainable mobility solutions, such as the pilot for public transport in the port area, which was successfully tested within PORTIS lifetime and is now being taken forward with further discussions between Port and city on how to deal with the existing regulatory barriers.



KLAIPEDA: ESTABLISHING A CITY & PORT COOPERATION PLATFORM

1. Establishing a City and Port Co-operation Platform

Objective/What is it about?

To achieve a sustained harmonious co-existence of two institutions - Klaipeda City Municipality and Klaipeda Port Authority – the port being crucial for the economic growth of Klaipeda City.

Context and challenges

- The Klaipeda State Seaport Authority is established and fully controlled by the central government; i.e. the Ministry of Communications of the Republic of Lithuania. There are huge expansion plans for Klaipeda port as Klaipeda Sea port is Lithuania's only sea port and the biggest Lithuanian transport hub
- Klaipeda City Council and Administration of Klaipeda Municipality are responsible for Klaipeda's City development.
- Different attitudes and visions and even principal disagreements exist on the development of Klaipeda City and the Port
- There is a need for the city to adapt its infrastructure and manage the transport flows resulting from the seaport's expansion; residents and specific interest groups are concerned on the environmental consequences for the city

Key elements

- Bring together the Port Operators, Port workers' communities, City Planners, and other stakeholders, such as the Ministry of Transport and Communication of the Republic of Lithuania.
- Organise formal and informal workshops and events to discuss the issues and to find common solutions.

Key benefits - impacts

- Getting to know the responsible persons on all levels
- Increased understanding of each other goals and concerns
- Creating a basis for acceptance and for a common vision



2. Integrated SUMP

According to Lithuanian law (2015) concerning territory planning, it was decided that port and city should get a separate masterplan. The port prepared its masterplan first and their masterplan is higher in hierarchy than that of the city. Hence, the city had to adapt its masterplan according to the port masterplan. As this raised a conflict of interest, the PORTIS measures have been used to support the preparation of an integrated SUMP, using the city and port cooperation platform to foster constructive discussions between city and port.

Key elements

- Exchange and study of the best planning and implementation practices of other European countries in delivering sustainable urban mobility goals;



- Presentations of these best practices on SUMP to Klaipeda's residents to raise public awareness about different mobility patterns and their impact on life quality.

Key benefits – impacts

- Acceptance of the SUMP principles got clear due to common interest to improve conditions of urban mobility as it is an overall goal of all interested target groups and stakeholders. In general, the governmental, municipal and public standpoint towards the implementation of the SUMP is now positive.

From concept to implementation:

The cooperation platform started from a strategic/generalist scope and worked towards discussing a concrete joint mobility project of city and port:

1. SUMP committee workshops were organised gathering the key stakeholders at a high level covering all thematic sections of the SUMP to support the SUMP preparation process by collecting and presenting experiences of other European countries to Klaipeda's residents and other interested bodies
2. A workshop between city & port voiced opinions and needs regarding sustainable mobility in the city and SUMP, and focused on finding the main points of interaction, in order to solve common problems in the City in terms of transport planning and traffic circulation
3. The PORTIS measure 'Modernisation of the traffic management system' was discussed, which is an important joint project of city and port as the area concerned is partly situated in the port area.



Lessons learned:

On the city-port cooperation platform: Speak with PEOPLE rather than with authorities; informal face-to-face discussions help paving the way for solutions representing common interests.

The inclusion of citizens in the process of SUMP preparation from the very beginning is extremely important for clarifying the needs of society as well as for ensuring the successful solutions are maintained and implemented. Actions to increase public awareness and education, shaping new habits to promote sustainability, are an integral part of a sound sustainable mobility strategy.

Legacy/beyond PORTIS:

At the end of the PORTIS project, the City Masterplan is close to finalisation thanks to having reached a consensus.



TRIESTE: ESTABLISHING A MULTI-GOVERNANCE TECHNICAL OFFICE

Within PORTIS, Trieste established two key projects:

1. Multi-governance technical office
2. Integrated SUMP

Objective/What is it about?

- To involve the main public and private entities, crucial for the development of city and port in a technical cooperation;
- To develop a common vision on the city and old and new port towards a strong integrated SUMP, with particular attention to non-motorised transport, such as the implementation of cycling and pedestrian paths and inter-modality to allow for the integration of different transport modes.

Context and challenges

- The old Port area has recently become city-owned and will not be used any more for port activities. This provides the opportunity to develop new urban areas with the challenge being how to integrate this area in the city while at the same time making mobility more sustainable in the area;

- The activities in the new port will be intensified and expanded, including cruise shipping.

Key elements

- Participated decision-making process
- Networking point for all the public entities interested in the development of the area
- Technicians of the different stakeholders work together in the same office
- Added-value of working with a multi-disciplinary team
- Organisation of public round tables, conferences and a forum
- Development of an information platform 'Smart Trieste' to share information with the citizens on the old port area development project and sustainable mobility solutions
- Elaborate information campaign including public round tables, conferences and forum to foster a participated decision-making process



Benefits/Key impacts

- Integrated and common planning
- Increased interest of public and private stakeholders thanks to the meetings organised by the multi-governance office

Supporting activities

- The multi-governance office maintains constant coordination activities, two full-time employees are assigned for its coordination
- The project partners, stakeholders, and citizens involvement is fostered through private meetings as well as public activities and conferences
- Citizens and stakeholders participation is fostered through surveys, questionnaires and interviews, this led to useful comments and suggestions made by citizens, leading to changes in design as well as raised awareness

Lessons learned

The involvement of the main stakeholders, being able to work with a multidisciplinary team towards integrated solutions, and the constant flow of information which were all fostered by the establishment of the multi-governance technical office have speeded up the integration of the old port, and have been crucial for the successful implementation of sustainable mobility measures.



Legacy/beyond PORTIS:

The multigovernance technical office is evolving from a multigovernance technical office to a management model; thanks to PORTIS. Thanks to this evolution, the multigovernance office now has the ability to boost important projects; of which some of them have been initiated thanks to PORTIS, such as the cable car study which is likely to get funded and implemented in the future.



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