

SPECIFICATION

ESPON Targeted Analysis Based on User Demand 2013/2/17

Airports as drivers of economic success in peripheral regions (ADES) (2010-2012)

(o) Targeted analyses within the ESPON 2013 Programme

The ESPON 2006 Programme provided integrated analysis and long-term spatial scenarios which enriched the European policy debate and knowledge base. Tying in with the achievements of the previous programme period, the ESPON 2013 Programme continues conducting applied research on European territorial development, competitiveness and cohesion. At the same time, a new type of projects is carried out in the form of targeted analyses based on specific demands expressed by stakeholders and making use of existing ESPON results.

The priorities describing the work-programme of the ESPON 2013 Programme are structured in four strands:

1. Applied research on territorial development, competitiveness and cohesion: Evidence on European territorial trends, perspectives and policy impacts

The applied research projects will create information and evidence on territorial challenges and opportunities for success in the development of regions. Cross-thematic applied research will be a major activity integrating existing thematic analysis and adding future analysis of new themes. Territorial impact studies of EU policies will be another focus under this priority.

2. Targeted analysis based on user demand: European perspective on development of different types of territories

This priority responds to a clear demand of practitioners for user and demand driven actions within the ESPON 2013 Programme. By convening an analytical process where ESPON findings are integrated with more detailed information and practical know-how, new understanding of future development opportunities and challenges may arise, which could be transformed into projects and actions.

3. Scientific platform and tools: Territorial indicators and data, analytical tools and scientific support

The scientific platform and analytical tools built up within the ESPON 2006 Programme will be maintained and further expanded. New actions shall be undertaken to develop current achievements and make use of existing indicators, data and tools.

4. Capitalisation, ownership and participation: Capacity building, dialogue and networking

Under this priority, actions are foreseen that will make the evidence and knowledge already developed operational through raising awareness and involving stakeholders in the results and practical application of them.

Targeted analyses under Priority 2 enable stakeholders to obtain customised and up-to-date information on their particular territorial context and opportunities for development which can be used for policy development. Given the targeted focus of these projects on specific territorial entities, targeted analyses will contribute to the use of ESPON results in practise and to the involvement of policy makers, practitioners and scientists in a joint synergetic process.

(i) General objectives of targeted analyses under Priority 2

The general objectives of targeted analyses within the ESPON 2013 Programme are the following:

- Provision of evidence and knowledge based on ESPON results on the strengths and weaknesses of individual regions and/or larger territories seen from a European perspective, or a global context, giving European regions the option to compare themselves to other regions and hereby finding competitive advantages for development and cooperation.
- Improvement of the usefulness of ESPON results by testing new, experimental and innovative options such as (1) analysis of themes of interest for groups of regions, partly based on case studies, (2) methodological frameworks for translating territorial development goals and policy aims into concrete actions and (3) technical, methodological and analytical support to territorial planning processes and spatial programming and visions.
- Provision of analytical support and evidence based on ESPON results on thematic priorities in cooperation with other Structural Funds Programmes.

The aim is to carry through targeted analyses in partnership with policy makers and/or practitioners showing an interest in gaining awareness of European evidence, information, experience and/or knowledge on common challenges related to their territorial and/or urban development.

The individual targeted analysis shall support better informed policy decisions by:

- Integrating ESPON findings with more detailed information and practical know-how, either from a territorial part of Europe or from a sector authority.
- Contributing to a sound knowledge of territorial development perspectives/trends through new understanding of future development potentials and challenges for the respective territorial and/or urban development.

This project shall contribute to these objectives during its implementation by ensuring a close cooperation and partnership with the stakeholders who expressed their need for this targeted analysis.

(ii) Types of Action under Priority 2

Projects under Priority 2 can have different foci and accordingly vary in their content. In order to have a clear distinction between the various possible project orientations, each project needs to be clearly allocated to one of the following types of action:

1) Integrated studies and thematic analysis

This type of action is foreseen to follow a “traditional” analytical approach using existing results of ESPON applied research and other studies. The analysis can integrate several themes relevant for certain types of territories, regions and/or cities or they can be less comprehensive in the approach by focusing on one or a few themes.

The main objectives are:

- To provide added value for territorial development of specific types of territories¹ by offering new comparative insight and understanding on territorial potentials and challenges from a European perspective;
- To ensure that other (similar) types of territories/regions can benefit from the output of the analysis.

2) Knowledge support to experimental and innovative actions

This type of action clearly allows for the implementation of projects that differ from the mainstream of the ESPON 2013 Programme by being more experimental and/or innovative in character. It is in a way a laboratory for developing ways of meeting main territorial challenges that Europe is confronted with.

The objectives are:

- a) To support experimental and innovative actions carried through in partnership with stakeholders with European knowledge on territorial structures, trends, perspectives and policy impact;
- b) To provide methodological support to experiments and innovative efforts.

3) Joint actions related to other Structural Funds Programmes

The joint actions related to other Structural Funds Programmes take a geographical starting point in the area covered by these programmes, be it transnational, cross-border, interregional, regional or urban territories. The content of these actions can be integrated and thematic analyses or they can be experimental and innovative of nature (as described above). A main prerequisite is that they are justified by supporting Structural Funds Programme implementation.

The objectives are:

- a) To provide information and analyses on the European position of these areas, their comparability with other similar areas, and their potentials and challenges, useful for Structural Funds Programmes (regional, cross-border, transnational, interregional and urban);

¹ Types of territories codified for the territorial dimension, include urban, rural-mountains, rural-islands, rural-area (sparsely and very sparsely populated), rural-other, former external border, area dependant on fisheries, outermost regions, transnational cooperation areas, cross-border cooperation areas and interregional cooperation areas (as listed in the ESPON 2013 Programme, p. 9).

- b) To provide methodological support for strategic processes, including visions and scenarios for spatial development and planning.

Independent of the type of action, each project should have a European perspective (i.e. supporting the understanding of the wider European context), a clear transferable character and a concrete implementation part, focusing on specific territories.

The analytical approach can provide integrated, cross-thematic analyses, study individual themes or sectors, or focus on a specific type of territories. At any rate, ESPON findings shall be integrated and supplemented with more detailed information and practical know-how, either from a territorial part of Europe or from a sector authority. Analysis can include/be based on case studies. The geographical coverage will normally have a more limited territorial coverage than the entire European territory.

This project belongs to the first type of actions mentioned above, i.e. integrated studies and thematic analysis. By using, inter alia, existing ESPON results, in particular the ESPON 2013 Database and outcomes from selected Priority 1 and 3 ESPON projects, this project will provide a better understanding of the relation between accessibility and economic development in peripheral regions in Europe. By comparing similar types of regions and sharing best practices, the main idea is to promote a polycentric development of these regions and enhance their competitiveness in the national and European contexts. It will ultimately provide evidence for the formulation of effective territorial strategies in the case study regions.

(iii) Scope and rationale of the targeted analysis

Peripheral territories in more remote or secondary areas in Europe suffer from restricted accessibility compared to capitals and EU transport hubs, which may lead to unequal growth and impede a balanced polycentric development. As transport and accessibility are key requisites to economic prosperity and long-term attractiveness, it is essential that policymakers in peripheral regions are able to adopt appropriate strategies.

In fact, at the heart of “Keeping Europe Moving” (mid-term review 2001 White Paper EU transport policy) is referred that transport not only connects places and people but also facilitates economic growth. The Territorial Agenda of the EU (2007) claims that “Mobility and accessibility are key prerequisites for economic development of all regions of the EU.”

Due to globalisation, accessibility is for some regions to be seen from a new perspective. While for many decades it was relevant to have a road to the next bigger city or neighbouring region, today it can be relevant to be connected to EU and global power centres. Most prominent in that respect are ports and airports, which need to be efficiently linked to land transport modes in line with the local underlying network. Furthermore, communication and exchange between networks takes place in multi model nodes. Thus the role of airports has become increasingly important for some regions. In this context, regional airports in peripheral regions may be considered as an asset due to its contribution for attracting companies to the region or retaining talents and skills in the region.

The proposed research focuses on the medium and long term opportunities offered by consolidating regional airports in a coordinated accessibility strategy. It aims at providing a better understanding on the opportunities and perspectives of regional airports investments in the peripheral areas from a European and National perspectives and its contribution to regional economic development. In particular the relation between the aim of polycentric development (at European and National levels) and the policy orientations taken for developing the infrastructure networks should be addressed.

By drawing on existing ESPON knowledge and results, the stakeholders supporting this targeted analysis expect to receive based evidence on the role of regional airports in enhancing territorial potentials and contributing to a polycentric development at national and European levels. The main aim is to provide inputs to policymakers on future options for infrastructure investment in peripheral regions in Europe that could foster economic development, attractiveness and better integration of these regions in the medium and long-term perspectives.

Considering this context, the Province of Savona, together with partners in Greece and Finland expressed their interest for this targeted analysis. The stakeholders are regional/local authorities that have spatial planning and territorial development competences.

Main characteristics of the territory to be addressed

This project addresses 3 regions: Province of Savona (Italy), Region of Western Greece and City of Jyväskylä (Finland). In addition, 1-2 additional peripheral regions in Europe, such as Andalucía, and particular regions in Ireland, including a regional airport can be considered in the framework of this targeted analysis.

The Province of Savona is a province in the Northern part of Italy in the Liguria region. Its capital is the city of Savona and it has an area of 1,545 km², and a total population of app. 285.000 inhabitants. 75.8% of the population is employed in the service sector, including the tourism sector.

The Region of Western Greece stretches from the northwestern part of the Peloponnese to the western tip of the Greek mainland, and covers an area of 11.350 km², which accounts for 8,6% of the Greece's total area. Although the Region of Western Greece produces 5.7% of the gross domestic product, it is lagging behind the national and European averages. The primary sector in this region constitutes an important source of employment.

City of Jyväskylä is situated at the northern end of the scenic lake Päijänne, 270 kilometres north from Helsinki. From 1 January 2009, the City of Jyväskylä, the Rural Municipality of Jyväskylä and the municipality of Korpilahti merged into one city, Jyväskylä. As a result, nowadays the city of Jyväskylä comprehends 130.000 residents and a surface area 1.171 km². The Jyväskylä region holds special expertise in information, papermaking, environmental and energy technology.

The main characteristics and features of the territories to be addressed refer to the following elements:

- Peripheral regions which, despite having their own marked development trajectories are relegated to secondary positions by differences in accessibility in relation to European/national hubs and nodes;
- Various territorial profiles and different economic specialisation;
- Facing challenges in relation to larger and central regions in terms of competitiveness and economic development;
- Regional specific territorial strategies with their own concepts and instruments are in place.

Thematic scope for the targeted analysis

Accessibility is generally accepted as a major factor for the economic attractiveness and dynamic territorial development of cities and regions. While capital and other big cities usually have good national and international accessibility by highways, (high speed) trains and large and well frequented airports, the situation for smaller and peripheral cities is often much more difficult. This difference in accessibility might increase unequal growth and create imbalance in wealth between the metropolitan areas and more peripheral areas. The provision of transport services has a major impact on development trajectories. To narrow this gap (measured e.g. by GDP per capita) it seems important to guarantee a certain level of accessibility of more remote and less developed areas to ensure a balanced polycentric development in Europe.

The research shall address the accessibility choices of peripheral areas at EU level, seeking to identify a series of common challenges and potential options for policy and investment choices, at mid and long-term.

The majority of peripheral territories have chosen to invest EU and national funds in physical infrastructures and to reinforce their accessibility including investment in secondary airports. However, current concerns on long-term environmental sustainability, preoccupations on climate change, the current crisis in the aviation section and the difficulty of attracting long-term public and private investment in peripheral regions' infrastructure represent hurdles that these secondary airports must overcome. In fact, regional airports may foster economic attractiveness in the long-term and may be a viable, attractive and competitive investment for developing opportunities in peripheral regions.

In general, the stakeholders recognize these territorial trends, but don't have a complete knowledge on how to deal with them when deciding on medium and long term investments in infrastructure and transport in their region in order to ensure economic attractiveness in the future and to contribute to a more balanced polycentric development. Relevant decisions might concern the focus of investment, operational management, private-public partnerships, intermodal hubs, airport accessibility and environmental sustainability.

Therefore, after having identified the territorial challenges for peripheral regions in Europe, the stakeholders need to make informed choices on transport options, and major long-term investment and development choices for their regions. The results of this project will provide valid indications for key political decisions that can mark the economic future of these regions. This targeted analysis is intended to produce research-focused output for policy makers and practitioners in all peripheral regions,

benefiting from both the EU wide analysis and the in-depth studies in the stakeholder areas.

Moreover, if some peripheral regions in Europe with similar characteristics perform better it seems important to share experiences and to exchange best practices that could improve the effectiveness of the stakeholders' policy instruments.

This project should consider different territorial contexts: local, regional, national and European. This means that the situation of a certain region should be considered in the context of its neighbouring regions and at the same time take into account internal administrative and governance aspects.

Objective of the targeted analysis

This targeted analysis shall analyse the role of regional airports in improving the accessibility and the economic development in European peripheral regions. This project will not only look at the mere existence of airports but shall address the characteristics of the existing infrastructures, considering scheduled flight connections as well as potential for commercial and non-passenger use.

The main goal of the project is to develop a common understanding of the opportunities and perspectives of airports for the economic development of peripheral regions (and their role for territorial development and cohesion). The stakeholders behind this project consider that the improvement of the framework conditions of peripheral or remote regions and in particular their accessibility is one of the means to promote long-term sustainable growth and to facilitate the processes of structural adjustment. Regional airports play an important role on this respect.

The project shall carry out an analysis of the territorial characteristics of the regions and compare similar types of regions. The outputs of this project should be of use for the regional and national policy cycles. It will provide recommendations in terms of investments needed to increase the performance of peripheral regions in Europe.

In practical terms, this project aims at approaching and coming up with a concrete proposal on the following main issues:

1. Options for regional development of the case study regions based on the analysis of their territorial potentials and challenges focused on the relation between accessibility and economic development. Special attention should be paid to the economic specialisation of the case study regions and to the role of regional airports in enhancing the competitiveness of these regions.

This means that the options proposed should be focused on transport options and major medium/long-term investments aimed at ensuring the economic attractiveness and a polycentric development of peripheral regions. In this context these options should be evidence based and consider the position/performance of these regions in the European, national and regional/local contexts and at the same time take into consideration the differences between these regions. Eventually, this targeted analysis should provide proposals and ideas for future cooperation among this type of regions in Europe.

2 . Sample of regional development models for peripheral regions in Europe based on transport networks and infrastructures and in particular on the opportunities provided by regional airports to the economic and polycentric development of these regions. The goal is to provide the necessary evidence for supporting the decision about investment strategies and territorial trajectories for peripheral regions in Europe after 2013.

3. Translation of the development opportunities obtained into effective territorial policy actions. By understanding the administrative structure and the territorial strategies applied in the case study regions it should be possible to compare these regions with each other, see if some regions score better than others on certain macro challenges and look for experiences that can be shared in this respect. It should also be possible to look at successful peripheral regions in Europe and to identify the role of regional airports in their territorial development strategies.

In order to achieve these objectives, the project should comprehend an active involvement of regional actors. This will allow basing the results on concrete practical experiences within polycentric urbanized regions.

The study shall have two dimensions:

- A territorial dimension addressing the European and regional territorial challenges and opportunities of peripheral regions in Europe focused on the relation between accessibility and economic development;
- A policy dimension, enabling actors within the case study regions to draw policy options in order to increase the regional performance and competitiveness of these regions

The ADES targeted analysis shall answer the questions listed below and consider the following elements:

1. Territorial potentials analysis in the case study regions: context and position in the national and European contexts

- Data compilation and analysis of the situation of the case study regions in terms of economic specialisation, accessibility and territorial development
- Measurement and analysis of the accessibility of peripheral regions in Europe in relation to the national and European contexts.
- Analysis of the role of the regional airports in the case study regions. The relation with other transport modes and integration in policy instruments.
 - i. What type of regions need an airport?
 - ii. Would an airport with a minimum level of regular flights improve the economic performance of these regions?
 - iii. Is there a potential commercial use for the airport?
 - iv. What type of airport (infrastructure, services, capacity) is needed considering the territorial profile of these regions?
 - v. What role do regional airports in peripheral regions play in the European context?
 - vi. What type of networking and cooperation could be developed among this type of infrastructures?

- Analyses of factual regional territorial transformations over time in terms of accessibility and economic performance with particular focus on the role of regional airports in peripheral regions in Europe.

2. Opportunities for regional development and sharing experiences

- How the case study regions perform among themselves and in comparison to other peripheral regions of similar characteristics in Europe? A methodology that allows comparison of the case study regions among themselves and/or with other regions in Europe about their performance;
- What are the factors that can explain why certain regions perform better in terms of competitiveness and what experiences could be exchanged? What best practices can be identified? What are the determinants for success?
- What role do regional airports play in increasing the accessibility of peripheral areas in Europe and enhancing its competitiveness?
- What development options can be proposed to promote a polycentric development and increase the economic performance and competitiveness of the case study regions?
- What type of cooperation and measures can support the regional development of these regions and their accessibility in the national and European contexts?

3. Analytical support for strategy building

- Development of a methodology for measuring the effects of improving accessibility (in particular with regional airports) on regional economic performance and vice-versa. This methodology should allow for a transnational comparison between regions with similar characteristics.
- Options for territorial policy measures based on the results of the analysis and comparison among different regions, including the identification of best practices;
- Short input or result papers (approximately 5 pages each plus charts/maps) and presentations for each case study region that can be used for different purposes such as conferences, policy meetings and for the information of interested audiences.

(iv) Implementation method and project governance

Partnership in the project implementation is vital in order to achieve useful results. This applies to both, the partnership between the ESPON Programme and stakeholders, as well as between the team of researchers (TPG) and the stakeholder representatives.

Stakeholder involvement is essential throughout the project's life-cycle and has started off with the definition and development of the specific theme for the targeted analysis. During the implementation phase of the targeted analysis, stakeholders play an active role by providing and giving access to information relevant for the project, as well as by steering and guiding the work of the TPG.

The Lead Stakeholder will be the Province of Savona (Italy), represented by Marialessandra Signorastri, Regional Officer Territorial Planning. Other partners in the stakeholder consortium are:

- Region of Western Greece, Greece
- City of Jyväskylä, Finland

The stakeholders will have an important task in gathering existing studies, providing access to the data available mainly on transport, economic structure and accessibility modes in general and in particular and on regional airports. Stakeholders will also provide access to policy documents and identifying regional actors and experts that should contribute to the targeted analysis. Furthermore, they shall provide input regarding their needs and expectations and assist with contacts in relevant national and regional bodies.

The project will involve the following actors who will have the following roles:

Province of Savona will as Lead Stakeholder be the liaison between the ESPON CU and the other stakeholders and will carry out the project management from the stakeholders' side. A Steering Committee will be set up, comprising of representatives of each stakeholder, the TPG and the ESPON Coordination Unit (CU), the latter bearing the contractual responsibility for this targeted analysis on behalf of the ESPON Monitoring Committee. The research team will interact directly with the participating stakeholders and all working documents will be made available for all stakeholders' contribution. Policymakers at different levels and transport practitioners will be involved in interviews in order to have a deeper understanding of regional strategies adopted and perspectives of development. This will allow for in-depth studies in the stakeholder areas.

The project will start with a kick-off meeting. The project governance will be carried out through meetings of the Steering Committee, linked to the submission of the Inception, Interim and Draft Final Reports to discuss the overall development of the research project. Back to back to these meetings, internal workshops might be organised between the TPG and the stakeholders in order to discuss and get particular inputs from the stakeholders in key moments of this targeted analysis.

A Transnational Project Group (TPG) under the overall responsibility of a Lead Partner will conduct the research and produce the different deliveries in line with the timetable defined below in chapter (vii).

Finally, the TPG shall envisage the participation in the ESPON Seminars, in which the project results are discussed and presented. The ESPON Seminars take place during two days and are organised twice per year in close cooperation with the Presidency of the European Union.

During the final phase of the project, the research team will present the results to the policy-makers and practitioners at stakeholder level and discuss the practical relevance of the results with them.

The Stakeholders will involve relevant EU level umbrella organisations, in particular AER that has set up a working group on regional airports to facilitate good practice exchange among regions and to formulate positions on the relevant EU policies. The Lead Applicant will also consult the members of Arco Latino, the association of Spanish French and Italian Provinces on the Mediterranean coast. Other umbrella groups such as Eurocities shall be consulted. Furthermore, all stakeholders will create links with the relevant national authorities for transport policies in order to disseminate results.

(v) Envisaged results of the targeted analysis

The results are indicated on a more general level as the starting situation of the case study regions differs considerably.

The deliveries of ADES will make use of and complement the existing knowledge base and tools of ESPON. TPM is expected to enhance the ESPON knowledge base with at least the following deliveries:

1. Generic methodological frame on an analysis of the territorial potentials of peripheral regions in Europe centred on accessibility issues and on the economic specialisation of the regions
2. Methodology for measuring the effects of improving accessibility (in particular with regional airports) on regional economic performance and vice-versa. This methodology should allow for a transnational comparison between regions and contribute to a better understanding on the relation between economic development and accessibility in peripheral areas in Europe by considering regional transformations over time.
3. Indicators offering additional information on the measurement of accessibility in peripheral regions and its relation with economic development and competitiveness on NUTS 2, 3 and at local scale (LAU 1 or 2) gathered within ADES.
4. Best practices and sample of regional development models for peripheral regions in Europe including considerations on the role of regional airports in the national and European contexts.
5. The results of ADES can reveal important territorial potentials that are not recognised on a European level and the indication of further research needs.
6. Guidance on the way the indicators and results can be interpreted and the way they can be understood in relation to different territorial contexts. For instance the analysis should provide the relevant evidence for the development of territorial strategies and medium/long term investments by the stakeholders after 2013.

(vi) Stakeholders' envisaged use of the targeted analysis

ADES makes it possible for the stakeholders to position their regions within the larger context of the EU and understand their performance in relation to other similar regions in Europe.

Stakeholders will make use of the expected project results in the following ways:

- To contribute to a comparative review of the stakeholders' development strategies especially in the fields of transport and infrastructures as factors for economic development;
- To help understand future development priorities for peripheral regions in Europe and development models for regional airports;
- To support the choices on transport options, and major long-term investment and development choices in the case study regions in order to ensure economic attractiveness and a more balanced polycentric development of these regions;
- To provide evidence to help partners to make more effective decisions (on political and operational level);
- To create the necessary evidence allow improving the performance of peripheral regions in the national and Europe contexts and conducting evidence based policies;
- To support the process of exchanging experience and share best practices in exploiting the territorial potentials of peripheral regions in Europe;
- To support choices that could be used for the regional and national policy development.

To ensure effectiveness and efficiency, dissemination is crucial during the project implementation in particular through newsletters and regional workshops for policy makers and practitioners involving also umbrella organisations. Stakeholders and umbrella groups will contribute to working documents and give input to results and outputs. All stakeholders will disseminate the project results locally through thematic workshops and seminars.

Moreover, a public conference will be organised in collaboration with ESPON to present and discuss the results between experts and regional representatives.

The key results of the project will be available in synthetic form for local use and disseminated on institutional websites and through the press. The Lead Stakeholder will also present the results at regional, national and transnational conferences.

The TPG should be present at three of the occasions in which the stakeholders will present and discuss the results, which will take place most probably in the case study regions.

Dissemination activities related to project results shall be agreed with the TPG as part of their contractual obligations in 2-3 events.

(vii) Outputs and timetable

The project is expected to start in February 2011 and have a life-time of about 18 months. The project shall result in a series of reports during the project lifetime. The timing foreseen for the targeted analysis looks as follows:

- Inception Report: May 2011

This report focuses on the elaboration of the analytical framework and the research approach of the project and shall in particular integrate the results of a

further detailing of the user demand. The report includes a detailed overview on the analytical approach to be applied, the methodology and hypothesis for further investigation, as well as a review of the main literature, data sources (including ESPON), etc. This report will also provide a first methodological proposal for the in-depth analysis of the stakeholder regions.

- Interim Report: December 2011

This report focuses on the presentation of intermediate project results. The report will include a first identification of situation of the development of peripheral areas in terms of accessibility and economic development, both European wide as well as in the national contexts concerned by this project. Furthermore, it will present an analysis of the territorial potentials in the case study regions, including considerations on the role of regional airports in promoting a polycentric development of these regions and enhancing their competitiveness both at national and European levels.

Finally, by presenting preliminary information on the territorial transformation of the case study regions over time in terms of accessibility and economic performance, the report is also expected to provide an insight on how the project is expected to support the strategy building process and policy recommendations for the stakeholders.

- Draft Final Report: June 2012

This report presents the final results of the project and focuses on relevant conclusions and recommendations at the level of each region and considering the European perspective. All the elements mentioned under the section related to the objectives of this target analysis and described above should be included in the draft final report. Taking also into account the relation between the aim of polycentric development (at European and national levels) and the policy orientations taken for developing the infrastructure networks. Simultaneously, datasets, maps and figures used and produced within the framework of the project should be delivered to the ESPON CU in electronic format. Finally, all documents produced and used to elaborate the project, e.g. questionnaires and interview guidance, should be annexed to the final report.

- Final Report: August 2012

This report is in principle a revision of the Draft Final Report taking into consideration final comments and suggestions from the stakeholders and end users, the ESPON Monitoring Committee, the European Commission and the ESPON Coordination Unit.

The TPG is expected to give presentations of (intermediate) results at the occasions mentioned under “(v) operational use of the targeted analysis”.

The main addressees of the reports are policy advisers and policy makers. Regional policy advisers will use the analyses in the report and the policy options presented to suggest changes that will improve the regional territorial strategies. Especially the result papers and presentations should be understandable for non-planners, either

general managers (Director Generals, Ministers) or sectoral policy advisors (transport, agriculture, economy, environment, etc).

(viii) Budget for the targeted analysis

The maximum budget foreseen amounts to €300.000, including VAT if applicable. Proposals exceeding this value will not be considered. This amount will include all the TPGs' costs for completing the study including travel expenses, attendance at Steering Group meetings and the events mentioned above (including the ESPON Seminars taken place twice per year).

Travel costs in relation to dissemination events organised by stakeholders or for which participation of the TPG was requested from the stakeholders will be covered by the latter.

ESPON projects are generally conducted in a partnership of several bodies from at least three EU Member and Partner States (from three different countries taking part in the ESPON 2013 Programme).

(ix) Existing access points

The access points listed below serve the purpose of providing the TPG with useful information for preparing a proposal. The list is by no means meant to be exhaustive, but should be considered as information that can be helpful as background information.

Since an in-depth analysis of the stakeholder regions form an essential part of this project the TPG should at least have a passive understanding of the regional languages from the stakeholder regions (Italian, Greek and Finnish) to be able to correctly interpret planning documents and local research.

ESPON Projects:

- A screening of the indicators used in the ESPON Database will enable regional comparability and the positioning of the partner regions within the group of European peripheral regions.
- ESPON 2006 Project on “Transport services and networks: territorial trends and supply”, Project 1.2.1
- Update of the indicators and accessibility maps in the framework of the ESPON 2103 Programme
- ESPON 2013 Project on “Transport accessibility at regional/local scale and patterns in Europe”
- ESPON 2013 Project METROBORDER - “Cross-Border Polycentric Metropolitan Regions”
- ESPON 2013 Project TEDI – “Territorial Diversity in Europe”

All available at www.espon.eu

Documents provided by stakeholders:

- Territorial Provincial Coordination Plan (Savona)
- General Development Plan 2010-2014 (Savona)
- Ricci M. (ed), "I-Space", Meltemi, Roma, 2009
- Ciorra P. (ed), Piccoli aeroporti. Infrastrutture, città e paesaggio nel territorio italiano, Marsilio, Venezia, 2008

European Policy Documents:

- Territorial Agenda of the EU
- Leipzig Charter on Sustainable European Cities
- Europe 2020 Strategy