

Annex 1

PROJECT IDEA DRAFT TEMPLATE

The aim of the project template is to gather the agreement about the project ideas of each TSG to be further developed to become bankable project. The template and the evaluation list ensure the Audit trail. The template must be filled by the applicant with the support of EUSAIR Facility Point Project Partner from the Member State. The evaluation list must be filled by TSG members in order to come up with their decision. If the project idea reaches the threshold of 75 points it will be further developed.

1.1 Template for the development of the project idea *(filled in by applicant)*

Project idea title	Green and Smart Ports Study
Acronym	GraSP Study
Please list which awareness raising events with relevant stakeholders were organised for identification and presentation of the project idea	Green ports development and safe, secure and connected maritime transport in the Adriatic-Ionian Region were already identified as pilot projects of the Pillar 2 of the EUSAIR at the 3rd Forum of the EU Strategy for the Adriatic and Ionian Region, held in Catania (Italy) on the 24-25 May 2018. Accordingly these pilot initiatives were also mentioned in Art. 6 of the Catania Declaration. Maritime transport is a priority action of the EUSAIR Pillar 2 Action Plan and since the 10th TSG2 Meeting, held in Rome in April 2019, the TSG Members and the European Commission have been discussing on the strategy to embed this priority and the pilot initiatives in the Financing Programmes for the period 2021-2027. As a result of the activities performed by the TSG2 – Transport Subgroup in 2020 and 2021, together with the European Commission, the Facility Points, the Italian Government and Managing Authorities of several Funding Programmes, a flagship project has been identified for the implementation of the maritime transport priority of the EUSAIR Pillar 2 Action Plan, which relates to the development of Green and Smart Ports. Over the course of 2021 Action Labs were organised involving the Italian Government, the Facility Point and the Funding Programme Managing Authorities, aimed at embedding this flagship project into the funding programmes, thus facilitating the support of the development and implementation of the maritime priority. The study at the basis of the project idea subject of this template aims at developing and implementing the Green and Smart Ports Flagship Project.
Please indicate if the project idea was published on the Stakeholder platform	Documentation concerning the Green and Smart Ports Flagship Project identification and the process for its embedment into Funding Programmes for the period 2021-2027 are available in the Stakeholder platform.
Please indicate which information/awareness	TSG2 Meetings, as well as Governing Board Meetings were organised about the definition of the strategies to implement the priorities of the EUSAIR Pillar

<p>activities were carried out using different online channels/formats and list which channels/formats were used</p>	<p>2 Action Plan, and their embedment into Funding Programmes for the period 2021-2027. During 2021 Action Labs were also organised involving the Italian Government, the Facility Point and the Funding Programme Managing Authorities, aimed at embedding this flagship project into the funding programmes. Videoconferences were organised by the Facility Point and online tools were adopted to facilitate discussions and co-editing of documents by the participants.</p>
<p>Please indicate at which TSG meeting the project idea was agreed</p>	<p>The green and smart port concept was already identified at the 3rd Forum of the EU Strategy for the Adriatic and Ionian Region. At the 10th TSG2 Meeting discussions started related to the need to define a strategy for the embedment of the priorities of the EUSAIR Pillar 2 Action Plan into the EU Funding Programmes for the period 2021-2027. This topic was further discussed at subsequent TSG meetings, resulting in the definition of the Green and Smart Ports Flagship Project, to be embedded into the Funding Programmes. Action Labs are currently ongoing aimed at embedding this flagship project into the programmes, involving TSG2 Members, Facility Points, funding Programmes Managing Authorities, the European Commission and the Italian Government.</p>
<p>Potential lead beneficiary (e.g. different sectors, public administration, research institution, business sector, NGOs, other)¹</p> <p>Important! Involvement of Private sector/partner must be duly justified and preferably selected by public selection. The public selection is obligatory when the private partners are not eligible for partnership in the determinate calls.</p>	<p>Main beneficiaries will be Port Authorities, that will benefit from a study that will facilitate the preparation of initiatives and projects to be financed by the Funding Programmes in the period 2021-2027, thus maximising the effectiveness of the funds and of the EUSAIR in implementing the maritime transport priority of the EUSAIR Pillar 2 Action Plan, in line with the EU policies for mobility and transport as well as neighbouring and territorial transnational cooperation.</p>
<p>Potential project beneficiaries (e.g. different sectors, public administration, research institution, business sector, NGOs, other)²</p> <p>Important! Involvement of Private sector/partner must be duly justified and preferably selected by public selection. The public selection is obligatory when</p>	<p>Port Authorities, Public Authorities involved in maritime transport operations and Regional/Local Authorities responsible for land use development and planning, Funding Programmes Managing Authorities, as well as research institutions and the business sector involved in innovation and ICT/ITS activities will benefit from the study. Indeed the study will be aimed at supporting the development and implementation of the flagship project coordinating and orienting the whole sector in identifying typological solutions and best practices/initiatives capable of achieving the targets set for ports by the relevant EU legislation and policy.</p>

¹ AF p. 55 T2 Facilitating strategic project development and financial dialogue – target groups.

² AF p. 55 T2 Facilitating strategic project development and financial dialogue – target groups.

the private partners are not eligible for partnership in the determinate calls.	
References needed by the partnership (e.g. research in the field of Blue Growth, projects or other relevant activities) (optional)	
General objective	<p>In 2018 the European Commission published its long-term decarbonisation strategy – A Clean Planet for All – setting the target to become the first climate neutral continent by 2050. The following year, the European Green Deal, asserted to include the climate neutrality objective into legislation and outlined the actions to reach this goal. For transport, which accounts for a quarter of the EU’s total greenhouse gas emissions, achieving the climate neutrality objectives will require a 90% reduction of the sector’s emissions by 2050 compared to 1990 levels, with sizable contributions across all modes, including waterborne transport.</p> <p>In order to achieve this ambitious target, the European Commission presented in December 2020 its plan for a green, digital and affordable mobility: the Sustainable and Smart Mobility Strategy, replacing the White Paper of 2011. According to the strategy sustainable transport modes are targeted to increase significantly compared to 2015: short sea shipping and inland waterways transport by 25% in 2030 (50% in 2050) and rail freight by 50% in 2030 (100% in 2050). The strategy identifies 82 legislative initiatives in 10 key areas for action, divided in three main transport objectives: to be sustainable, smart and resilient.</p> <p>The implementation of the Sustainable and Smart Mobility Strategy legislative action plan already started and on 14 July 2021 the European Commission adopted a set of proposals to make the EU's climate, energy, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. The so-called Fit for 55 package also includes the proposal for the FuelEU maritime regulation and the proposal for the revision of the EU Emissions Trading System, including maritime transport. The FuelEU maritime initiative is at the core of the “zero-emission port” flagship on energy transition, whereas the Sustainable and Smart Mobility Strategy also foresees a number of additional measures related to transition towards paperless procedures; automated processes; smart solutions, also in line with the Commission strategy goals on digitalisation – Shaping Europe’s Digital Future.</p> <p>Within this policy context Ports are critical to reach the sustainability targets, while ensuring interconnectivity within the EU and between the EU and global trade, contributing to the achievement of another target of the European Green Deal, the Next Generation EU and the Open Strategic Autonomy strategies: making Europe a world connectivity hub.</p> <p>Waterborne transport and ports will have a crucial role in the development of a green, resilient integrated and digital European transport system, to reach over</p>

	<p>the next 10 to 20 years' period the aspiring goals set in the new policy framework.</p> <p>Considering that many of these ports are both transport and urban nodes, i.e. city ports of the TEN-T network, the possibility of achieving the EU objectives largely depends on these ports becoming green, resilient, integrated and digital themselves.</p> <p>The scope of the Green and Smart Ports Study is that of supporting the development and implementation of the EUSAIR Pillar 2 homonymous Flagship project, investigating: a) how the ports' sector in the Adriatic-Ionian region is preparing to achieve the targets set by the new EU policy and legislation concerning one or more of the topics related to the development of green/resilient, smart/integrated ports; b) identifying and assessing typological green and smart solutions applicable to the Adriatic-Ionian port context to maximise the implementation of the Green and Smart Ports Flagship project by all involved parties</p>
Work plan and activities of the project idea	<p>The following is the list of indicative tasks and study activities</p> <p><i>Task A - Refining the scope of the study and its methodology.</i> The scope of the study in terms of themes and topics is expected to be ultimately defined at the inception of the study, based on discussion with the members of the TSG2-Transport Subgroup and/or EUSAIR relevant Focal Points</p> <p><i>Task B - Review of existing legislation, programmes and initiatives.</i> Summary of the relevant legislation, policy documents and funding programmes related to the themes and topics selected for analysis. Identification and description of past and ongoing initiatives (including funded by the EU)</p> <p><i>Task C - Inventory of existing and planned solutions.</i> Analysis of the past, ongoing and planned projects at the ports located on the TEN-T network to describe the status and likely evolution of the EUSAIR port system, with reference to the investigated themes and topics. Gap analysis related to those elements for which a standard is available in the relevant legislation, depending on the availability of information and data at the individual node level</p> <p><i>Task D - Roadmap towards the achievement of the targets set in the relevant EU legislation.</i> Face to Face interviews with key institutional and industry stakeholders aimed at discussing and identifying the most promising available solutions, the drivers, success factors and barriers (of administrative, market, financial, operational nature, etc.) towards their deployment or possible deployment at the ports in the Macro-region</p> <p><i>Task E - Dissemination and Round tables.</i> Up to 5 round tables will be organised during the last 5 months of study involving the TSG2 – Transport Subgroup members, representatives of the port authorities and of the relevant EU and national port associations, as well as representatives of the private and public sector, and academic or scientific experts to discuss for each selected theme(s)/topic(s): a) Industry solutions and trends, b) EU policy programmes,</p>

	c) Funding options; d) Human skills and competencies required to develop green and smart ports ...
Expected results/outcomes	In terms of outcomes, study reports will be prepared for each of the above listed study tasks. Infographics will be prepared for each round table, summarizing the main outcomes of the discussion and providing recommendations for the development and implementation of the Green and Smart Ports Flagship Project. The expected result of the study will be enhancing the capacity of the TSG2 Members, Funding Programme Managing Authorities, regional and local authorities and the whole port sector industry and stakeholders, in developing and implementing the Green and Smart Ports Flagship Project.
Relevance to the following priority actions from the EUSAIR ACTION PLAN for Pillar:	<i>To what extent does the project contribute to the implementation of at least 1 of the following priorities? (description)</i>
Pillar 1 BLUE GROWTH Topic 1.1 Blue technologies Topic 1.2. Fisheries and aquaculture Topic 1.3. Maritime and marine governance and services	
Pillar 2 CONNECTING THE REGION Topic 2.1. Maritime transport Topic 2.2. Intermodal connections to the hinterland Topic 2.3. Energy networks	The project is specifically dedicated to the coordinated development and implementation of the EUSAIR Pillar 2 Flagship Project Green and Smart Ports, aimed at implementing the maritime transport priority action of the Pillar 2 of the EUSAIR.
Pillar 3 ENVIRONMENTAL QUALITY Topic 3.1. The marine environment 1.a. Threat to coastal and	

<p><u>marine biodiversity;</u> 1.b. Pollution of the sea; Topic 3.2 Transnational terrestrial habitats and biodiversity</p>	
<p>Pillar 4. SUSTAINABLE TOURISM</p> <p>Topic 4.1. Diversified tourism offer (products and services)</p> <p>Topic 4.2. Sustainable and responsible tourism management (innovation and quality)</p>	
<p>Relation to other pillars of the EUSAIR</p>	<p><i>Is the project relevant for other EUSAIR Pillars? If yes, to what extent does it contribute to their objectives? (description)</i></p>
<p>Pillar 1 BLUE GROWTH</p> <p>Topics:</p> <p>1.1. Blue technologies</p> <p>1.2. Fisheries and aquaculture</p> <p>1.3. Maritime and marine governance and services</p> <p>Pillar 2 CONNECTING THE REGION</p> <p>Topics:</p> <p>2.1. Maritime transport</p> <p>2.2. Intermodal connections to the hinterland</p> <p>2.3. Energy networks</p> <p>Pillar 3 ENVIRONMENTAL QUALITY Topic 3.1. The marine environment</p>	<p><i>The applicant, with the support of EUSAIR Facility Point Project Partner, could define specific quantitative and qualitative indicators (technical indicators) to assess, in a harmonized and objective manner, how the project idea contribute to the pillar/topic.</i></p> <p>Green and Smart Ports are also resilient and integrated ones. Ports are energy hubs and provide accessibility to tourism areas. They are also industry places for fishery and aquiculture activities. Accordingly, the Green and Smart Ports Study and the related Flagship Project are strictly interrelated with other Pillars of the EUSAIR and their priorities. As part of Task A of the study it will be investigated if and to what extent typological solutions to be identified and assessed as part of the Green and Smart Ports Study will be of cross-pillar relevance.</p>

<p>1.a. Threat to coastal and marine biodiversity;</p> <p>1.b. Pollution of the sea;</p> <p>Topic 3.2 Transnational terrestrial habitats and biodiversity</p> <p>Pillar 4. SUSTAINABLE TOURISM</p> <p>Topics:</p> <p>4.1. Diversified tourism offer (products and services)</p> <p>4.2. Sustainable and responsible tourism management (innovation and quality)</p>	
<p>Macro-regional impact</p> <p>(Up to 64 points)</p>	<p>Green and Smart Ports strategies and initiatives have been already implemented over the past years in many ports. Yet the scope of the Green and Smart Ports Study is that of establishing synergies and complementarities between different actions possible to be implemented as part of the Green and Smart Ports Flagship Project, and maximise their impact on the environment and society in terms of reduction of externalities associated with maritime transport operations at ports and improvement of accessibility of goods and passengers to regions, industry and logistics clusters, cities and touristic sites. This will be done considering that ports are gateway of international flows among and between the countries of the Adriatic-Ionian Region, and aimed at supporting the development and implementation of the Green and Smart Ports Flagship Project by means of the financial support of territorial and cross-border Funding Programmes, involving stakeholders from at least two EUSAIR Countries.</p>
<p>Compliance with six broad criteria (see below)</p> <p>(Up to 6 points)</p>	<p><i>To what extent does the project comply with the Broad Criteria of EUSAIR? (description – please seek guidance in the table clarifying the Broad Criteria)</i></p>
<p>Broad Criteria</p>	
<p>Address priorities and well-substantiated needs expressed by countries, regions and stakeholders or Commission services and be widely supported.</p>	<p>The Green and Smart Ports Study aims at supporting the development and implementation of the Green and Smart Ports Flagship Project identified by the TSG2 – Transport Subgroup to implement the maritime transport priority of the Pillar 2 of the EUSAIR. These were all identified and agreed by the TSG2 Members.</p>

Demonstrate a transnational, if not macro-regional, scope or impact	The scope of the study is exactly that of coordinating the development and implementation of the homonymous flagship project among the EUSAIR countries also creating synergies and complementarities between the Managing Authorities of the territorial cooperation Funding Programmes.
Be realistic and credible	The project idea is based on the common view of the TSG 2 Transport Subgroup that a study for the coordinated development and implementation of the Green and Smart Ports Flagship Project is required, which will also maximise the implementation of the maritime transport priority of the Pillar 2, as well as commitment by stakeholders over the identification of solutions and actions to be promoted and realised as part of the Flagship Project for their relevance for the whole region.
Build on existing initiatives and have reached a fair degree of maturity	The Green and Smart Ports Study has been defined on the basis of the already identified homonymous flagship project. It will build from the analysis of the initiatives already implemented by the stakeholders in the study area, focussing on those projects and actions of transnational relevance in order to capitalise and further promote Green and Smart Ports to support cross-border flows of goods and passengers. Both the analysis of the existing situation and future possible solutions will be done referring to the new EU policy framework for maritime transport as outlined above, and aimed at maximising synergies and complementarities between funding programmes in the use and allocation of funds.
Pay attention to cross-cutting aspects	As outlined in the indicative tasks of the study, cross-cutting aspects (i.e. capacity-building, including communication (for raising public awareness and support), research & innovation as well as climate change mitigation and adaptation and disaster risk management) are expected to be considered by the project. Furthermore the study itself is also considered to be an occasion for the promotion of capacity building and share relevant experiences in defining and implementing innovation and smart solutions among the members of the TSG 2 Transport Subgroup as well as public authorities, infrastructure managers, research institutions and Managing Authorities of Funding Programmes, that are also expected to be involved in the study as beneficiaries and/or providers of relevant information, as well as for the identification/definition of typological solutions to implement the Green and Smart Ports Flagship Project.
Be coherent and mutually supportive	The project ensures maximum coherency within the Pillar related priorities. According to the indicative tasks of the study, activities are also foreseen which relate to the analysis and promotion of alternative clean fuels and accessibility to touristic sites, in line with the priorities of the Pillars 1 and 4, as well as Pillar 2 Energy Network Subgroup. Cross-pillar solutions may be also subject of analysis under the scope of the study.

<p><u>Compliance with the Guiding Principles/Priorities of the respective Pillar</u></p> <p><u>(Up to 30 points)</u></p> <p>Take into account the Guiding principles/Priorities of the Pillar within which the proposed project is developed</p>	<p>As already mentioned above, the study represents the TSG2 strategic and concrete tool for the development and implementation of the Green and Smart Flagship Project identified by the TSG2 – Transport Subgroup to implement the EUSAIR strategy with reference to the Pillar 2 maritime transport priority. The study ultimately aims at establishing consensus among the TSG 2 Transport Subgroup Members and main flagship project stakeholders (including funding programmes Managing Authorities) in the identification of typological solutions relevant for the development of the macro-region under the transnational cooperation point of view and for the implementation of the EU policies for mobility and transport.</p>
<p>Duration:</p> <p>Expected project start and completion date: (day/month/year)</p>	<p>The project is expected to start in April 2022 and it should be completed by December 2022. Its duration shall not exceed 12 months.</p>
<p>Additional Information</p>	<p>The project is expected to be implemented by means of involvement of external consultants, for which an open tender procedure is envisaged to be launched.</p>

The project idea to be further developed should reach the threshold of at least 75 points!

1.2 Evaluation list (filled in by TSGs):

<i>Activities done within the process of identification of project ideas</i>	<i>Yes</i>	<i>No</i>	<i>Note</i>
Organized awareness raising events with relevant stakeholders	X		Green ports development and safe, secure and connected maritime transport in the Adriatic-Ionian Region were already identified as pilot projects of the Pillar 2 of the EUSAIR at the 3rd Forum of the EU Strategy for the Adriatic and Ionian Region, held in Catania (Italy) on the 24-25 May 2018. Accordingly these pilot initiatives were also mentioned in Art. 6 of the Catania Declaration. Maritime transport is a priority action of the

			<p>EUSAIR Pillar 2 Action Plan and since the 10th TSG2 Meeting, held in Rome in April 2019, the TSG Members and the European Commission have been discussing on the strategy to embed this priority and the pilot initiatives in the Financing Programmes for the period 2021-2027. As a result of the activities performed by the TSG2 – Transport Subgroup in 2020 and 2021, together with the European Commission, the Facility Points, the Italian Government and Managing Authorities of several Funding Programmes, a flagship project has been identified for the implementation of the maritime transport priority of the EUSAIR Pillar 2 Action Plan, which relates to the development of Green and Smart Ports. Over the course of 2021 Action Labs were organised involving the Italian Government, the Facility Point and the Funding Programme Managing Authorities, aimed at embedding this flagship project into the funding programmes, thus facilitating the support of the development and implementation of the maritime priority.</p>
The project idea was published on the Stakeholder platform	X		<p>The documentation related to the Action Labs and TSG2 meetings where the project idea was discussed is accessible from the platform.</p>
Carry out information/awareness activities using different online channels and formats	X		<p>As part of the Action Labs in particular, the project idea was extensively discussed using mind maps and presentations, involving</p>

			experts and members of the TSG2 and Facility Points, as well as Pillar Coordinators and representatives of the Funding Programmes Managing Authorities. The tools and presentations made during the Action Labs and the outcome of the discussions held at the TSG2 are accessible on Internet.
Project idea agreed upon TSG at the meeting	X		The project idea as refined during the Action Labs was agreed by the Transport Subgroup of the TSG 2 at the 16 th TSG2 Meeting.
Macro-regional impact (Up to 64 points) Insufficient – 0 Sufficient – 20 <i>(a lot of improvement needed by the external expert)</i> Average – 40 <i>(still some improvement needed by the external expert)</i> Excellent – 64 <i>(a few improvements needed by the external expert)</i>	SCORE: 64/64	COMMENTS: The project is effectively expected to have a significant impact on the implementation of the EUSAIR. In fact, the project is specifically dedicated to the coordinated development and implementation of the EUSAIR Pillar 2 Flagship Project Green and Smart Ports, aimed at implementing the maritime transport priority action of the Pillar 2 of the EUSAIR.	
Compliance with six broad criteria (see below) (Up to 6 points) Address priorities and well-substantiated needs expressed by countries, regions and stakeholders or Commission services and be widely supported. No – 0 Yes – 1	1	All the members of the TSG 2 are promoters of the project idea as it represents a toll for the factual implementation of the EUSAIR strategy with reference to the Pillar 2 maritime priority. As such the project responds to the need of all the countries involved in the EUSAIR.	

Demonstrate a transnational, if not macro-regional, scope or impact No – 0 Yes – 1	1	The project idea is effectively demonstrating both a transnational and macro-regional impact. The project is indeed aimed at facilitating and speed up the definition of actions to be co-financed by European Territorial Cooperation and Cross-Border Cooperation funding programmes.
Be realistic and credible No – 0 Yes – 1	1	The project represents a tool to maximise the capacity of the TSG2 Members to prepare and submit proposals effectively meeting the policy targets and conditionalities required by European Territorial Cooperation and Cross-Border Cooperation funding programmes with reference to the maritime transport priority of the Pillar 2. With reference to this priority the TSG2 has identified a flagship project to make more realistic and concrete the implementation of the EUSAIR strategy. The study subject of this project idea is an additional step to make the implementation of the EUSAIR strategy more realistic and concrete as actions related to the Green and Smart Ports Flagship project will be effectively embedded in the funding programmes and co-financed accordingly.
Build on existing initiatives and have reached a fair degree of maturity No – 0 Yes – 1	1	The project idea was subject of discussion at the 10 th and 11 th TGS 2, meetings. At the 12 th TSG 2 meeting all Members of the TSG 2 committed to act as promoters of the masterplan and thus support its elaboration. Accordingly the project is deemed to have a high degree of maturity. Under the technical stand point the masterplan is effectively expected to build on the results of previous and ongoing activities (e.g. the ones developed by the Transport Community Treaty/SEETO, Rail Freight Corridors and Core Network Corridor studies, ADRION projects, etc.).

Pay attention to cross-cutting aspects No – 0 Yes – 1	1	The study tasks clearly include cross-cutting aspects [i.e. capacity-building, including communication (for raising public awareness and support), research & innovation as well as climate change mitigation and adaptation and disaster risk management]. Furthermore the study itself is also considered to be an occasion for the promotion of capacity building and share relevant experiences in defining and implementing innovation and smart solutions among the members of the TSG 2 Transport Subgroup as well as public authorities, infrastructure managers, research institutions and Managing Authorities of Funding Programmes, that are also expected to be involved in the study as beneficiaries and/or providers of relevant information, as well as for the identification/definition of typological solutions to implement the Green and Smart Ports Flagship Project.
Be coherent and mutually supportive No – 0 Yes – 1	1	The Green and Smart Ports Study project idea is actually proposed to promote and ensure coordination in the development and implementation of the homonymous flagship project among the EUSAIR countries also creating synergies and complementarities between the Managing Authorities of the territorial cooperation Funding Programmes.
Compliance with the Guiding Principles/Priorities of the respective Pillar (Up to 30 points) Insufficient – 0 Sufficient – 10 <i>(a lot of improvement needed by the external expert)</i> Good – 20 <i>(still some improvement needed by the external expert)</i> Excellent – 30	30/30	The proposal of study as outlined in the project idea is effectively expected to turn the implementation of the EUSAIR into concrete outcomes, with reference to one of the two priorities of the Pillar 2, related to transport, namely the maritime transport priority. It is accordingly fully compliant with the guiding principles/priorities of Pillar 2.

<i>(a few improvements needed by the external expert)</i>		
Take into account the Guiding principles/Priorities of the Pillar within which the proposed project is developed		
FINAL SCORE	100/100	
General comment of TSG members	The project idea is based on the common view of the TSG 2 Transport Subgroup that a study for the coordinated development and implementation of the Green and Smart Ports Flagship Project is required, which will also maximise the implementation of the maritime transport priority of the Pillar 2, as well as commitment by stakeholders over the identification of solutions and actions to be promoted and realised as part of the Flagship Project for their relevance for the whole region.	

Evaluation results:

<p>Final total score: 100</p> <p>Threshold of at least 75 points reached: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Summary of comments made by TSG members: Green ports development and safe, secure and connected maritime transport in the Adriatic-Ionian Region were already identified as pilot projects of the Pillar 2 of the EUSAIR at the 3rd Forum of the EU Strategy for the Adriatic and Ionian Region, held in Catania (Italy) on the 24-25 May 2018. Accordingly these pilot initiatives were also mentioned in Art. 6 of the Catania Declaration. More recently a flagship project has been identified, named Green and Smart Ports, aimed at focussing efforts by the TSG2 members towards the factual implementation of the maritime transport priority of the EUSAIR Pillar 2. The Green and Smart Ports Study has been defined on the basis of the homonymous flagship project. It will build from the analysis of the initiatives already implemented by the stakeholders in the study area, focussing on those projects and actions of transnational relevance in order to capitalise and further promote Green and Smart Ports to support cross-border flows of goods and passengers. Both the analysis of the existing situation and future possible solutions will be done referring to the new EU policy framework for maritime transport fully in line with the targets of the European Green Deal and Sustainable and Smart Mobility Strategy, and aimed at maximising synergies and complementarities between funding programmes in the use and allocation of funds.</p>

Filled in Annex 1 should be submitted via e-mail to the following addresses:

TSG 1: _____

TSG 2: eusairFPIT@regione.marche.it

TSG 3: mitja.bricelj@gov.si; Senad.Oprasic@mvteo.gov.ba; and in cc to (obligatory): eusair@izola.si

TSG 4: eusair@mint.hr.