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**EUSAIR**

**11th Meeting of the Thematic Steering Group  
for Pillar 2 (TSG2) “Connecting the Region”  
Belgrade, 19-20 November 2019**

**MINUTES AND OPERATIONAL CONCLUSIONS**

- Venue:** Ministry of Foreign Affairs - Kneza Miloša 24-26, 11000 Belgrade
- Chairs:** Transport Coordinators: Mr Pierluigi Coppola (Italy, Ministry of Infrastructures and Transport), Ms Mirjana Jovanović (Republic of Serbia, Ministry for Construction, Transport and Infrastructure) and Serbian Deputy Coordinator Ms Jasmina Radonjić (Republic of Serbia, Ministry for Construction, Transport and Infrastructure).  
Energy Networks Coordinators: Mr Sergio Garriba (Italy, Ministry of Economic Development), and Serbian Deputy Coordinator Biljana Ramic (Republic of Serbia, Ministry of Energy and Mining).
- Participants:** EUSAIR Thematic Steering Group 2 (TSG2) Members (Transport and Energy Networks Sub-Groups), invited Representatives of North Macedonia, Representatives of the European Commission (DG REGIO, and DG MOVE, including the Director of the Permanent Committee of the Transport Community Treaty-TCT), EUSAIR Serbian Deputy National Coordinator (Serbian Presidency of the Council of Ministers), TSG2 Technical Support Unit (Friuli Venezia Giulia Region), representatives of EUSAIR Facility Point Strategic Project, respectively Lead Partner (Government Office for Development and European Cohesion-Slovenia), Serbian Partners (Ministry of European Integration), Italian Partner (Marche Region), Italian Technical Assistance to the Transport Coordinator, Consultant to the TSG2 Coordinator

**MINUTES**

The 11th TSG2 two-day Meeting is convened to begin with a plenary session followed by two parallel sessions of the Subgroups on Transport and Energy Networks. A final plenary session concludes the Meeting.

Representatives of **seven** EUSAIR Countries attend the **Transport Sub-Group Meeting** (Albania, Croatia, Italy, Montenegro, North Macedonia, Serbia, Slovenia) and **six EUSAIR Countries attend the Energy Networks Sub-Group Meeting** (Croatia, Greece, Italy, Montenegro, Serbia, Slovenia). **The list of participants is attached to the minutes.**



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## **PLENARY SESSION**

### **1. Welcome and Introduction**

Serbian Chair and TSG2 Coordinators welcome those participating in the 11th TSG2 Meeting.

### **2. Adoption of the Agenda**

The draft Agenda is formally adopted by the TSG2.

### **3. Formal adoption of the Minutes and Operational Conclusions of the 10th TSG2 Meeting, Rome 11-12 April 2019**

Pillar Coordinators remind that the Minutes including Operational Conclusions of the previous TSG2 Meeting have been circulated and approved by written procedure. Minutes are now formally adopted by the TSG2.

### **4. Inclusion of North Macedonia into TSG2 activities**

DGREGIO welcomes North Macedonia as a Guest of the TSG2, adding that the procedure for the inclusion of North Macedonia as full Member, will be finalised with a forthcoming Communication and Addendum to EUSAIR Action Plan, which will be released by the new EU Commission. The word “Guest” will be adopted in all TSG2 activities until the full membership is achieved.

North Macedonia replies that, from their side, there are great expectation and willingness to contribute to EUSAIR, in particular to Pillar 2.

Pillar Coordinators express appreciation for the inclusion of North Macedonia in Pillar 2, and define rules to formalise the inclusion of North Macedonia- in TSG2 activities. They introduce the document “Amendments to the EUSAIR TSG2 Rules of Procedure for the inclusion of North Macedonia”. The document has been prepared and circulated, following the provisions of Budva declaration, stating that in welcoming North Macedonia in EUSAIR, institutions are invited to follow-up process of inclusion, in cooperation with the EC. The document suggests provisional amendments to the Rules of Procedure such as: a) North Macedonia will appoint Guest Representatives and Guest Coordinators assisting the Pillar Coordinators; b) North Macedonia will contribute to discussions and minutes; c) Guest Representatives are not asked to vote, and their presence is not taken into account in the quorum calculation.

TSG2 Members are asked to discuss on the document, in order to let the Pillar coordinators presenting it before the next GB Meeting. The Representative of Greece proposes to erase the wording “*no more than two years*” in the document. Pillar Coordinators clarify that the wording was included supposing that nothing might happen in two years, but they are happy to delete those words. No other comments are arisen. Therefore, the document is approved with the amendment proposed by Greece and will be sent to the Governing Board for further action.

### **5. Update on EUSAIR Progress**

*a) Outcomes of the Technical Meeting of TSGs Coordinators (Belgrade, 21 October 2019) and of the 10th Meeting of Governing Board (Belgrade, 21-22 October 2019)*

Pillar Coordinators presented the state of play of Pillar 2 during the GB Meeting, including the conclusions of the 10th TSG2 Meeting, the project proposals approved under FP+, the



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selected priority proposals for 2021-2027. Coordinators recall the contribution given by Pillar 2 to the two parallel sessions (one on transport, one on energy networks), which were held during the 4th EUSAIR Annual Forum in Budva (Montenegro) on 6-8 May 2019. Participation is also recalled in the EUSAIR FP Communication event in Portorož (Slovenia) and European Transport Conference (ETC 2019) in Dublin (Ireland).

*b) Presentation of the program of the EUSAIR Chairmanship of the Republic of Serbia.*

The Serbian National Coordinator presents the Program... The National Coordinator with regard to the Program highlights the most relevant events for the TSG2, in particular, the 5th EUSAIR Annual Forum to be held during late Spring in Belgrade.

*c) Update on the TSG2 proposals for macro-regional priorities/pilot emblematic projects to be included in the 2021-2027 ESI Partnership Agreements and IPA III Programming Framework*

It is recalled that in the 10th TSG2 Meeting, TSG2 Members were asked to identify two strategic priorities and emblematic projects to start discussion with the Managing Authorities and identify direct financing sources for the next programming period 2021-2027. The exercise was completed in due time and the process involved all EUSAIR Member countries.

During the 10th Governing Board Meeting Pillar Coordinators were informed that the proposed priorities and projects will be approved at Governing Board level, without any further involvement of TSGs. No outcome of the process is evident up to now and the final list of priorities is expected at the beginning of next year. DG REGIO takes note of the disappointment expressed by the Pillar Coordinators, because of their exclusion from the process undertaken by the GB. Priorities will be included in the Partnership Agreements with EUSAIR Member countries and in the Letters of Association of IPA countries.

*d) Issue paper “Towards the common TSG approach within EUSAIR”*

The issue paper entitled “The EUSAIR delivering the Macro-Regional Added Value – Implementation Formats Today and Tomorrow” drafted on October 2019 on behalf of the FP Lead Partner, is presented, via video-conference, by its author, Ms Anastasia Nekrasova. The focus of the issue paper is on opportunities for enhancing connectivity and collaboration between Pillars, as well as on the importance and value-added of the macro-regional strategy. The issue paper defines macro-regional dimensions, such as “policy”, “stakeholder engagement”, “city engagement”, whose objectives are increasing the relevance that any single project would have outside the macro-regional strategy.

In expressing its appreciation for the issue paper the Representative of, Slovenia highlights key statements at pages 11, 19, 35, 41.

The FP Lead Partner reminds that the Annual Progress Report 2019 has to be ready by end February 2020, upon request from the GB. The Report should provide evidence to key target groups and EUSAIR implementers.

## **6. Actions to be taken with regard to the EUSAIR Facility Point Strategic Project**

Discussion on Work Package T1 and Work Package T2 is reported to the parallel sessions under the responsibility of the two Sub-Groups.

With regard to Work Package T3 (Building capacities for monitoring and evaluation of the EUSAIR) it is recalled that following a decision made during the 10th Governing Board Meeting the Greek FP Project Partner has circulated a document including a proposal for the monitoring and evaluation of the EUSAIR.



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This document was sent to the GB Members and their comments should be received by 29 November.

DG REGIO notes that the document appears very focused on the assessment of the governance, whilst it should be concerning the results achieved and the impacts of the EUSAIR. Pillar Coordinators agree. A number of issues emerge, during the discussion, requiring better definition and clarification. It is agreed that, given the deadline of 29 November before that date, the Pillar Coordinators, under their responsibility, will send on behalf of TSG2 comments to the Governing Board and the FP Greek Project Partner.

Concerning the support and assistance to the TSG2, the Coordinators and Members express their gratitude and appreciation for the work conducted and accomplished by the Technical Support Unit during the years. The Technical Support Unit was essential for starting the work within the TSG2 and streamlining relations. The EUSAIR Facility Point is now fully operational while the procedures launched in compliance with WP T1 for assisting Pillar Coordinators have been completed or are near to completion. As a consequence, the mission of the Technical Support Unit will be reconsidered.

## **7. Actions to be taken with regard to the EUSAIR Facility Point PLUS**

### *a) State of play concerning the Facility Point Plus (interpillar project ideas)*

The TSG2 agreed upon and presented three interpillar project ideas, namely STETAI, WAI-TP and ADRIONCYCLETOUR. FP Lead Project Partner informs that the project proposals have passed the eligibility check. Since the submission of the FP+ projects was supposed to end by December 2019 negotiation is under way with European Commission to extend such deadline. At the end of the negotiation process there would be a legal basis to proceed with funding the experts. FP will inform timely the Pillar Coordinators about the decision made by the European Commission.

### *b) Implementation of the project ideas STETAI, WAI-TP and ADRIONCYCLETOUR: how to move forward*

The Technical Support Unit informs that promoters of FP+ project ideas are waiting to know how to move forward though they are ready to start activities. Some feedbacks from the FP+ are needed also in view of the definition of the events to be included in the FP activity plan.

## **TSG2 SUB-GROUP ON TRANSPORT**

### **1. Introduction**

The draft Agenda of the Transport Sub-Group meeting is approved, with the introduction of a presentation by the Director of the Transport Community Treaty (TCT), Mr Alain Baron, on the main challenges that TCT is currently dealing with and how this could be linked to EUSAIR TSG2 work. A number of priority actions are listed, including innovation, long-term visions, and project sustainability. These should be addressed with:

- No need for a long list of projects, which may cause overlapping;
- Focusing on synergies between different policies;
- Giving priority to projects having strong impact in the region;
- Focusing on Maritime/IWW dimension and “interconnectors” (nodes such as inland platforms, ports, airports) necessary to ensure the connectivity within EUSAIR Region;
- Promotion of “citizen-oriented projects”, i.e. promoting projects beneficial for citizens rather than for business.



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Finally, the forthcoming issue of The European Green Deal is reminded.

DG REGIO (Mr. Bernabei) points out that the issue to be brought to the attention of the GB that financial institutions are more oriented towards “large” projects, whereas there is also the need of investments programmes to finance selected projects of small dimension with big outcome.

Slovenian representative points out that there is a gap between Interreg “small” projects and CEF “big” ones. CEF funds are not very much oriented towards investment in the Comprehensive Network. Moreover, EU Member States and non-EU countries have different financing conditions.

## **2. Implementation of the open list of EUSAIR-labelled projects**

TSG2 Transport Sub-group members discuss the relevant updates of transport labelled projects. Each member responsible for monitoring each project, reports on progresses with the following relevant comments:

Friuli Venezia Giulia Region (as the representative of the Italian Regions) reports about the labelled projects coming from the Italian interregional system:

- Project 1 (*Upgrading of the railway infrastructures of the Port of Trieste*): activities are proceeding. In June the Port of Trieste and RFI agreed to jointly implement the works as to minimize the impact of the railway freight flows. The contract agreement with the European Investment Bank will be signed by the end of this year. In 2020 the final design will be finalized. Works in Campo Marzio (industrial area of the port) will start in 2021
- Project 3 (ADRIPASS): is an Interreg- Adrion project financed under the 1<sup>st</sup> call; in October Greece hosted the 4<sup>th</sup> monitoring committee of the project; the analysis of the integrated multimodal transport in the Adriatic-Ionian Region has been carry out, so different logistic nodes have been assigned to each partner in order to analyse the border crossing point; project output should be analysed also. The Project will organize specific workshop at national level (Brussel March 2020; Trieste June 2020)
- Project 33 (CROSSMOBY): is an Interreg – crossborder Italy-Slovenia strategic project. Is focused on sustainable mobility between Slovenia and Italy; the pilot activity is the connection between Udine, Trieste and Lubjana by train. The pilot was border passenger train connection with a total number of 20.060 cross-border passenger in one year. Italian and Slovenian railways operators was asked to prolong this kind of service.
- Project 35 (*Sea Lighthouse - Fari di Mare*): the project proposal was presented as an umbrella project of small ports in the Adriatic-Ionian region to better implement intermodality services. Part of the project has been implemented by an Interreg crossborder Italy-Greece strategic project (17 millions).
- Project 32 (ADRIATIC-IONIAN *Cycle Route* (ADRIOCYRO): the original labelled project has been evolved in the FP+ ADRIANCYCLEROUTE project; waiting for the outcomes from the FP+ in order to understand how to move on with the implementation. The TSG2 Transport Group Members are invited, if feasible, to provide references of people/appointed colleagues working in the respective Transport Ministries who are dealing with the national cycle route initiative/policies. The Italian path running from Sicily to Trieste is composed by three segments that are under the National Plan of cycle routes of Italy. Therefore it seems fundamental



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to share the state of art (feasibility and implementation) of the other national cycle tracks along the entire route from Trieste to Greece. Not only the coastal part but also hinterland connection to the capitals (including inner connections to Serbia).

The Italian representative of the Ministry of Infrastructure and Transport (Ms Norcini-Pala) reports about the other Italian labelled projects:

- Project 2 (*Heavy vehicle road, connecting the TEN-T Port of Bari, Interporto (intermodal terminal) and the main road system*): some delay in the procedures leading to works;
- Project n. 5 (EUREKA): Croatia is new Lead Partner; the results of the tender procedure is now under evaluation;
- Project 6 (LNG NET MED) and 8 (AWATRAN) project proposal submitted to ADRIAN Call with no success;
- Project 9 (*Motorways of the sea Venice – Patras*): Co-financed by CEF, ongoing;
- Projects 28-29: no further information against the state of the art reported in the 10<sup>th</sup> TSG2 Meeting;
- Project 31 (*Improvement of the connections between the Po river navigation*): part of the global project is co-financed by CEF. Larger infrastructures are already implemented; the development of the facilities for large cruising at Porto Garibaldi is completed; discussion about possible investments by Trieste Port Authority are ongoing.

The Croatian representative updates on the following projects:

- Project 4: (MULTIAPPRO): project financed by Interreg-ADRIAN, ending in January 2020.
- Project 15 (*Upgrading of Rijeka Port*): the project comprises 10 action. Few of them are already in the construction phase, while most of them are now at design phase;
- Project 18 (*Lika and Dalmatian Railway*): the implementation status is on time;
- Project 17 (*Motorway section Križišće - Žuta Lokva*): there are no significant updates on this project.

The Greek representative in the Transport Sub-Group is not present. Updates on projects 19 and 20 (COMOBILION and COMOBILION+) is presented by Pillar Coordinator. Concerning project 13, the three partners ( Ministry of Infrastructure and Energy of Albania, OSE A.E. and ERGOSE A.E.) are in the phase of completion of the tendering, contracting and implementation procedures.

The Serbian representative updates on the following projects (3 of them only are financed by EU):

- Project 7 (*Hydro-technical and dredge excavation on critical sectors on the Sava river*): the communication about this project is growing, technical works are ongoing; 50% of financing is provided by EIB (financing agreement stipulated), the other 50% by WBIF;
- Project 10 (*Preparation of project documentation for the construction of highway E-761 Pozega-Uzice-Kotroman (Bosnia and Herzegovina border) – Visegrad /SEETO Route 3*): the feasibility study is under preparation, following the negotiation with the Turkish company Tasyapi;
- Project 12 (*Reconstruction and modernization of railway line Beograd Bar (E79)*): the project is progressing, financed by EIB and Serbian Government. Negotiations ongoing for a Russian loan;



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- Project 37 (*Preparation of project documentation for construction of highway E-763 Pozega-Boljare (Montenegro Border) -Bar*): the project is progressing together with the negotiation with a Chinese company to finance the construction;
- Project 38 (*Reconstruction and modernization of railway line Beograd-Zagreb*): the design financed by WBIF TA is completed, following the MoU between Serbia and Croatia;
- Project 39 (*Construction of motorway Niš-Merdere-Priština*): WBIF grant agreement was signed and EIB loan for the construction for the first phase is going to be signed. The construction is planned to start in 2021;

The Montenegrin representative presents project 11 (*“Feasibility study for Adriatic-Ionian Highway/expressway”*) stating that the project is in its final stages expecting the finalisation / submission of the Preliminary Environmental and social impact assessments and related documents. There are no further updates regarding the feasibility studies in Montenegro and Albania, to be financed by a specific inter-governmental grant (Albania, Montenegro, Kosovo). The Italian Coordinator reminds that the Adriatic-Ionian highway/expressway (project 11) is a project of strategic relevance for all the countries of EUSAIR region. Coordination among all countries involved in the project for the next project status update is required. A meeting with Croatian representative concerning the feasibility study would be useful, in order to engage also Croatia in the development of the project further North.

Slovenian representative updates on the following projects:

- Project 14 (*2<sup>nd</sup> Railway track Divaca – Port of Koper*): as regards the construction of the mainline, the tender has been prepared (first qualification step), worth 600 M€.
- Project 44 (*Port electrification - providing electricity to ships while berthing at port of Koper*): several meetings are ongoing with shipping companies and energy providers;

Pillar Coordinators thank for the updating and emphasize that the use of maps should be required to improve communication and to allow to follow also those members not familiar with the geography of specific part of the Region. Therefore, for the future, TSG members are invited to prepare presentations to show the progresses of the projects of their competence, especially for the linear infrastructures.

### **3. Proposals for new projects of macro-regional relevance on Transport to be labelled**

Two new project proposals have been received for labelling.

Friuli Venezia Giulia, on behalf of the Italian Regional System, presents:

- the ADRION Project “NEWBRAIN” reformulated template, emphasizing the macro-regional relevance of the project (the 9 transport and logistics nodes, cover the whole Macro-Adriatic Region on the two shores of the Adriatic and Ionian sea, representing the backbone of freight traffic system in the Adriatic-Ionian Macro-region. The upgrading of this infrastructure and info-structure system is crucial to increase the economic competitiveness of the Macro Region territories).
- Project “SUSPORT”: the proposal is fully coherent with the TSG2 specific criteria "Promotion of green transport solutions (land and sea side)", since it concerns environmental sustainability and energy efficiency of all port-related operations, in a holistic approach. It is also compliant with the already labelled project Port electrification (Slovenia - 006) in the perspective mentioned and agreed that common solutions in this field could be replicated in other AI Countries and the tentative possible



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action/project "green ports" under the priority "Harmonised, environmental-friendly and inclusive maritime transport system in the Adriatic-Ionian Region" identified by the Transport Sub-Group in view of the 2021-27 programming period (art. 6 of EUSAIR Catania Declaration).

After discussion TSG2 subgroup approves both projects. Moreover, it is agreed to proceed with a new classification and clustering of the existing projects in order to identify those projects having a common nature (infrastructural or "soft measures), geographical or thematic scope (e.g. port electrification). Pillar coordinators will circulate a proposal.

#### **4. Development of the Masterplan of Transport for the Adriatic-Ionian Region - Presentation and discussion on EUSAIR Masterplan Transport Model –EMTM- (Zoning system and the base road network to be adopted)**

Technical Assistance to Pillar 2 (Transport) Coordinator, Mr Zani, shows a presentation about the development of the Adriatic Ionian Region Masterplan for Transport Interconnectivity.

The presentation includes information on the indicative structure and content of the Master Plan and its implementation steps and an overview of the scope of the EUSAIR Multimodal Transport Model (EMTM), with a presentation of Model Zoning System and the approach adopted for the definition of the road and rail transport networks.

Regarding the EUSAIR EMTM, Mr Zani illustrates the study area and the Traffic Analysis Zones in which it has been divided: level of detail NUTS 3 for Albania, Croatia, Greece, Italy, North Macedonia, Serbia, Slovenia; Montenegro is a single NUTS 3, so it was decided to divide this unit into smaller units (aggregating data on the basis of municipality information); for Bosnia and Herzegovina and Kosovo TAZs have been defined based on administrative/statistical units that are comparable to NUTS 3 (as the general praxis for large scale transport models).

With reference to this level of detail, available data on socio-economic variables (population, GDP per capita, employee density) are collected. 2017 will be the base year to build the EMTM reference scenario. Mr Zani highlights the unavailability of data for some countries, i.e. Bosnia and Herzegovina, Kosovo, Montenegro and Serbia. Serbian chairman stresses the need to be committed in providing data and asks participants to verify their presence (ministry, statistical offices).

For the construction of the EMTM network (Rail, Road and IWW networks), GIS networks have been developed on the basis of the information available from the ETIS plus European Project, the data encoded in TENtec, the network statements of the national railway infrastructure managers, OpenRailwayMap and documents available on the websites of the motorway operators. The presentation illustrates the parameters that have been taken into account for the analysis of these networks. Mr Zani says that by mid December 2019 he will provide maps by country on road, rail and IWW sections of the EMTM, so that TSG2 Members can validate and integrate them.

The representative of Slovenia expresses uncertainties about the use of the model to elaborate forecasts, highlighting the very dynamic socio-economic nature of the Region. Mr Coppola replies that the forecasts to be developed as part of the model based on regression of historical data, will be primarily useful to provide an indication about the presence of capacity bottlenecks upon realization of the planned investments along the networks. He finally commented that the Masterplan has also the purpose of a Capacity Building Exercise.

All participants committed themselves in providing data and agree with the illustrated time schedule. It is agreed that a Working Group (WG) is established, including Transport Sub-



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Group Members and one or more representatives preferably with skills in GIS and transport modeling, to be communicated to the Pillar Coordinators. The WG would be in directly in contact with the PF experts engaged for the Masterplan development and would participate in the dedicated workshops.

The WG will focus in particular on filling the current gaps in the data baseline definition, providing missing data possibly updated to 2017, at least, and aggregated at regional level. In this phase the communication can be kept bilateral (i.e. between the WG representative and the Transport Coordinators). Consultants to the TSG2 Transport Coordinators will circulate country maps of road, rail and IWW network sections of the EMTM to the WG and TSG2 members. The information in the maps should be validated by mid of January 2020. Results of this collection phase will be shown in a dedicated workshop that could be held in Rome or Brussels before the next TSG2 meeting.

## **5. EUSAIR Facility Point Strategic Project**

### *a) Work Package T1: state of implementation*

TSG2 Transport Sub-Group is now fully operative with consultants, so everything is been set for the implementation of WPT1

### *b) Work Package T2: state of implementation*

Pillar coordinators remind that WPT2 is the package that support strategic projects, financing the engagement of an expert for the preparation of strategic projects within the Pillar.

Two proposal have been circulated related to development of a strategic plan for the Maritime and the hinterland connections within EUSAIR Transport Masterplan. In order to apply the procedure requested by the FP, foresees that for the project is:

1. Discussed within the TSG and this was already done extensively during the 10<sup>th</sup> meeting, the first workshop on the Masterplan, and also during the 3<sup>rd</sup> and 4<sup>th</sup> EUSAIR Annual Forum;
2. Approved the templates by the FP (previously circulated among TSG2 (Transport) members (see preparatory documentation)
3. Agreed with a score in hundredths points as follows: 70 points for the technical value and 30 points for the compliance with the action plan.

TSG2 (Transport) approves the two “Project idea draft templates” concerning the development of the strategic plans for the maritime and the hinterland connections within EUSAIR Transport Masterplan. Both project ideas are approved with a score of 100/100, and would be sent to the FP in order to start the procedure to engage the WPT.2 experts.

### *c) Work Package T3: expert on monitoring and evaluation*

Regarding the engagement of an expert for monitoring and evaluation, FP Italian project partner evidences the difficulty to start the procedure to engage the experts in parallel with the activity to be performed on WPT2 and highlights that the objectives of monitoring and evaluation activities still have to be discussed, and the provision of guidelines would be necessary.

The representative of Slovenia expresses doubts about the need for monitoring and evaluation activities at this stage.

TSG2 (Transport) members agree that the engagement of an expert is urgent and that procedure should move on, while the guidelines are in the course of definition and approval by



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the Governing Board. However, while taking into consideration the need to perform those activities in accordance with the FP timeline, the TSG2 Members agree on giving priority to the engagement of experts within WPT.2.

*d) Work Package T4: TSG interface with stakeholder platform*

This point in the agenda is postponed to the plenary session where a presentation on the stakeholder platform is scheduled.

## **6. Report on the FP Communication events and FP participation in ETC 2019 (Dublin, 9-11 October 2019)**

It is recalled that TSG2 (Transport) participated in EUSAIR Facility Point Communication Workshop, on 18 September 2019 in Portorož (Slovenia), and co-organised an additional communication event targeted on Transport issues in the AI Region, in Belgrade (Serbia) on 18 November 2010.

Such **FP Communication events** have revealed useful to enhance capacity building, in particular in the following domains:

- vision, mission for Pillar 2 Transport
- stakeholder mapping for Pillar 2 Transport
- Transport case study and media relations
- Master Plan communication and Storytelling

Pillar coordinators point out that the meetings were useful for building capacity, engaging with stakeholders and identifying vision and mission.

Moreover, Pillar coordinators report the participation of EUSAIR in the European Transport Conference (ETC 2019) held in Dublin on 9-11 October 2019. ETC is one of the leading conference on transport, where academics meet policy makers and European professionals. A special session on “Connecting South-East Europe: vision and challenges of EUSAIR, the European Strategy for the Adriatic-Ionian region” was organised including presentations by: Mr Coppola (as Italian EUSAIR Pillar Coordinator of the Transport sub-group), Mr. Baron (as representative of TSCT ) and Mrs Donatella Romozzi (as Facility Point Italian project partner). The participation in the conference allowed to disseminate EUSAIR vision and transport strategic goals to a wider audience not fully acknowledged about EUSAIR.

## **7. Update on the 3rd call for proposals of ADRION Programme under Priority Axis 3. “Connected Region”**

Pillar Coordinators inform TSG members about the state play of the 3rd call (Axis 3 “Connected Region”). The call was launched in July this year; the two topics on Transport are maritime transport and city transport.

About the Maritime Transport, only one proposal on EUREKA project was presented, which involves 7 out of 8 EUSAIR Countries. About the City Transport, there are two proposals under evaluation. The results of the eligibility assessment are expected by January 2020.

## **8. First ideas for the 5th EUSAIR Annual Forum**



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The next annual forum is scheduled for the second week of May (between 9th and 15th). Transport coordinators are trying to avoid overlapping with other events organized by the EU, such as the TEN-T days. Regarding the ideas for the EUSAIR Forum, the Pillar Coordinators remind that the short time devoted in the past years to the organisation of the session caused problems with the engagement of the stakeholders and in identifying the panel of speakers. TSG2 Members are invited to submit by mid-December proposals for session topics including panels of possible speakers.

## **9. Draft Programme of Work (Transport Sub-Group) for the year 2020**

The circulated draft Program of Work for 2020, is presented, including plans for the development of the masterplan and on multimodal transport model.

Regarding the proposed meetings of general interest and their calendar (Section 4) it was proposed that the 12th TSG2 Meeting will be held in Rome (approximately in April 2020), while the 13th TSG2 Meeting will be held in Belgrade (approximately in November 2020). Regarding the participation in conferences and thematic workshops and their calendar (section 5), to organise two Technical Meetings on the development of the Masterplan in between the two TSG2 meeting and the participation of Pillar 2 in the next European Transport Conference to be held in Milan (Italy), 9-11 September 2020.

The representative of the Italian Region proposes a workshop ICT solutions to improve connections between ports and the hinterland in the first semester of 2020 to be held in Trieste, and a workshop on the Adriatic cycling route, also in view of the launch of “ADRIONCYCLETOUR” FP+project.

## **10. Draft Facility Point Activity Plan 2020**

The Draft Facility Point Activity Plan 2020 will be circulated again as a single document for both Transport and energy network sub-groups, taking into consideration the events proposed for the Program of Work 2020 and other events of national and macro-regional interest proposed.

## **TSG2 SUB-GROUP ON ENERGY NETWORKS**

### **1, Introduction**

The Coordinators of the Energy Networks Sub-Group present the Draft Agenda for the Meeting and the documents to be discussed. The Draft Agenda is approved.

### **2. Implementation and monitoring of the Open List of EUSAIR-labelled Projects**

The Coordinators of the Energy Networks Sub-Group present the working document entitled “Priority actions for energy networks” and the background document entitled “Implementation and monitoring of the Open List of EUSAIR-labelled projects for energy networks”. The two documents are well received by the Sub-Group Members. With regard to the working document the Representative of Croatia notes that information concerning his Country is incomplete. Apparently, there was an error in the



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compilation. The Coordinators will revise the working document by inserting information as appropriate. The revised document will be circulated to Sub-Group Members as soon as feasible. In the working document information is organised according to the TSG2 Priority Actions and the Countries making the proposals. It appears that there are about 35 EUSAIR-labelled projects so far with their titles.

On the other hand, the same information is classified in the background document according to the Open List of 10 EUSAIR-labelled projects as defined and agreed upon by the Energy Networks Sub-Group during the 6th TSG2 Meeting held on 21-21 April 2017 in Rome. Most if not all the projects and measures included in the Open List are clusters or groups of several individual projects and measures.

Given to the changes which occurred in the European energy policy framework it has been decided to replace the project no. 4, called EUSAIR Strategy for Sustainable Power 2030 by a more comprehensive and relevant project called Master Plan of Energy Networks for the Adriatic-Ionian Region (provisional title).

It is also noted that project no. 2, called Undersea Power Link between Italy and Montenegro has been completed and the undersea cable is operational since 15 November 2019 while the grid section in Montenegro of the Transbalkan Electricity Corridor is still in its planning stage.

In consideration of these developments, the Energy Networks Sub-Group Coordinator from Italy invites Sub-Group to consider a new project in the shared interest of all Members. The provisional title of this project would be EUSAIR Gas Trading Hub. The project would be the new no. 2 in the Open List and combine along a synergistic effect with project no. 5 called Transbalkan Gas Ring. A description of the project will be submitted to the Sub-Group during the next TSG2 Meeting and the Open List of EUSAIR-labelled Projects for Energy Networks would be updated accordingly.

### **3. Proposals for new projects of macro-regional relevance on energy networks to be labelled**

A renewed call has been made by the Energy Networks Sub-Group Coordinators to ask Sub-Group Members for submitting additional and updated information regarding the energy networks projects and measures of interest. Sub-Group Members were also asked for submitting information and ideas concerning new projects and measures which might be given the EUSAIR label according to the established procedure. Indeed the EUSAIR-labelling follows the “Guiding Principles underpinning the labelling process and common to all TSGs” as issued by the Governing Board on February 2018.

No new projects and measures are proposed with two exceptions: the EUSAIR Gas Trading Hub where the Representative of Italy would prepare a proposal and a project that Greece intends to submit to the Sub-Group entitled “Harnessing Offshore Wind Potential in the Adriatic and Ionian Sea”. This proposal was made by Greece on 19 November 2020 the very same date of the TSG2 Meeting and the Sub-Group Members had no time to examine it in advance. As a consequence, discussion is reported to the next TSG2 Meeting.

Coordinators recall that acting upon a request of the Governing Board and in agreement with Sub-Group Members, they made proposals regarding the macro-



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regional priorities for energy networks for pilot/emblematic projects to be included in the 2021-2027 programming period. According to informal sources, these proposals as made by the Coordinators would not fill the eligibility criteria. New and revised proposals and priorities might be asked by the Governing Board during the next few months. In this respect, the Representative of Greece is suggesting themes such as smart networks, renewable energy power production, high-efficient co-production, distant heating and cooling, power storage, capacity building and energy efficiency. Given all the uncertainties on how future programmes will be formulated discussion is reported to the next TSG2 Meeting.

#### **4. EUSAIR Facility Point Strategic Project**

The background document “EUSAIR Facility Point Strategic Project” is presented by the Coordinators. The document has its focus on the state of implementation of the four Work Packages T1, T2, T3 and T4.

*a) Work Package T1 “Assistance to GB and TSGs”* is designed amongst other tasks, to assist the TSG2 Sub-Group on Energy Networks, notably the TSG2 Coordinator from Italy. Delays have been accumulated in the implementation process given the discussion with the EUSAIR Facility Point Project Partner of Italy on how to select the expert which should provide assistance. A public bidding process for selecting the expert is now being launched so as the expert might be operating since Spring 2020. Available funding is about 200,000 Euro for a two-year period.

*b) Work Package T2 “Facilitating Strategic Project Development and Financial Dialogue”* would allocate about  $187,500 + 187,500 = 375,000$  Euro for engaging two external experts each one dedicated to the development of a project idea in close cooperation with TSG Sub-Group Members and Pillar Coordinators. Again the EUSAIR Facility Point Project Partner of Italy should organise a public procurement with regard to the two experts. Significant delays appear to have occurred in the process though this matter should be decided during the year 2020 where the expected deadline for completing the works is December 2022.

Discussion develops within the Sub-Group on how to best select the two “project ideas for further development”. It is agreed that the two project ideas should conform EUSAIR goals and priorities while being in the shared interest of all EUSAIR Members.

A few project ideas are put forward. Amongst them two ideas receive support along a preference order. First and immediate, is the Master Plan of Energy Networks for the Adriatic-Ionian Region. To some extent this idea would mirror work which is done by the TSG2 Transport Sub-Group regarding the Master Plan of Transport for the Adriatic-Ionian Region. According to the Energy Networks Sub-Group Coordinators the Master Plan of Energy Networks should have a broad focus while considering some scenarios and time horizons up to the year 2030 and possibly 2050. This Master Plan should also reflect goals as defined in the Clean Energy for All Europeans Package as well as in the announced European Green Deal. Coordinators of the Energy Networks Sub-Group are asked for preparing terms of reference to be discussed during the next TSG2 Meeting.



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On the other hand a second project idea might be a Road Map towards the EUSAIR Power Exchange and Gas Trading Hub. It is noted that this project idea would embrace two projects which are now included in the updated Open List of EUSAIR-labelled Projects for Energy Networks. The Road Map would entail the definition of steps or milestones towards the ambitious goal of an integrated single market for electricity and natural gas in the Adriatic-Ionian Region. The Coordinators of the Energy Networks Sub-Group are asked for preparing some preliminary terms of reference for this project idea to be discussed during the next TSG2 Meeting. Priority should be given to the Master Plan, however.

*c) Work Package T3 “Monitoring and Evaluation of the EUSAIR”* foresees a monitoring and evaluation exercise under the responsibility of the Special Service for Strategy, Planning and Evaluation at the Ministry of Economy and Development of Greece as the Lead Partner of this Work Package. It is understood that EUSAIR monitoring and evaluation should aim at an assessment of strengths and weaknesses of the Strategy, its successes and failures, the effectiveness and sufficiency of its Action Plan as well as possible obstacles to overcome and improvements deemed necessary.

To the purpose, the TSG2, notably the Sub-Group of Energy Networks is invited to appoint through a bidding process an additional expert which should perform the monitoring of completed, ongoing and planned activity including studies, inventory of existing resources, definition of TSG-specific indicators and their baseline. The amount of money to be dedicated to this task is unknown. In addition the timing for this action is unclear as well as unclear is the relation between the monitoring and evaluation processes, whereas it is assumed that the evaluation ought to base upon the outcomes of the monitoring process.

It is agreed that discussion on all these aspects should occur within the Governing Board and Technical Meeting of EUSAIR Pillar Coordinators. In the meanwhile the Sub-Group is inviting the Coordinators to write a letter to the Greek Lead Partner of Work Package T3 underlining three issues of concern. First, is the timing of the entire process given that it is proposed to complete the evaluation by the end of the year 2020. Second, is the scope since it is desirable to receive a result-based evaluation. Third, is the accountability. Under the present terms TSGs are excluded from the evaluation process while forms of interaction would be appropriate. The letter which is envisioned should be written in close collaboration with the Coordinators of the Transport Sub-Group.

*e) Work Package T4 “EUSAIR Stakeholders Platform”* resulted into a platform which is now operational and addressing both key implementers of EUSAIR governance as well as local, national and transnational stakeholders. The platform is accessible on line at <http://esp.aimacroregion.eu> or via e-mail at [esp@regione.marche.it](mailto:esp@regione.marche.it).

The Energy Networks Sub-Group Members express their interest in participating to and exploiting the EUSAIR Stakeholders Platform. Key information is missing or scattered, however. In particular, more information is requested regarding the operation and organisation of the Platform, information flows, relations between the Platform and EUSAIR intranet, privacy protection and rules. The Sub-Group



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Coordinators are asked to approach the Marche Region to receive clarification as appropriate.

### **5. Update by the European Commission on recent energy policy and directives of interest for the Adriatic and Ionian Region.**

Apologies were received from Mr. Adam Szolyak of the EC Directorate General of Energy for being unable to participate in the Meeting. It is noted with disappointment how the relations with the EC Directorate General of Energy appear rarefied and unpredictable while the Clean Energy for All Europeans Package, the preparation of the National Energy and Climate Plans and the announced European Green Deal would require close collaboration.

The Sub-Group Coordinators are asked to look for alternative channels of communication.

### **6. Interaction with financial institutions**

Dialogue with financial institutions and financial stakeholders should continue according to Sub-Group Members.

In principle, an ad-hoc workshop with representatives of key financial institutions might be envisioned back-to-back the next TSG2 Meeting during Spring next year. Aim would be at promoting investment in selected EUSAIR-labelled projects for energy networks. There is the need of better understanding the interests of financial institutions and how projects should be presented to receive attention from potential investors.

### **7. Updating and implementing projects and measures for the cross-cutting issues**

The Sub-Group Coordinators present the document “Updating and Implementing Projects and Measures for the Cross-cutting Issues”. It is noted that a document with a similar title and content was presented during the 11th Meeting of the TSG held in Rome on 11-12 April 2019.

Sub-Group Members note that cross-cutting projects or measures as envisioned and proposed by the TSG2 Sub-Group would bear a great potential interest for the EUSAIR. Their development and implementation would demand resources and efforts which are at present beyond the capabilities of the Sub-Group, however.

Sub-Group Members while confirming their interest suggest that two amongst the five projects and measures concerning cross-cutting issues as proposed since two years might find implementation within a broad co-operation between the TSG2 and the AI-NURECC Initiative. Preliminary contacts made by the Sub-Group Coordinators have been positive, though a number of issues are in need of discussion and agreement before establishing some scheme for doing joint work. The titles of the two projects or measures to be discussed with the relevant parties from the AI-NURECC Initiative are:

*a) Human capital up-grading and technical training for energy systems engineering and economics;*

*b) SMEs and (Energy) Technology Innovation Network towards the 4.0 Enterprise.*

Elements of the action suggested by the Sub-Group Coordinators might be shared by the TSG2 Transport Sub-Group.



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## **8. First ideas for the 5th EUSAIR Annual Forum**

The Coordinators present the background document “First ideas for the 5th EUSAIR Annual Forum”. According to the Program proposed by the Republic of Serbia in its current position of Chair, the 5th EUSAIR Annual Forum will be held in Belgrade during late Spring 2020.

From a preliminary exchange of views between the TSG2 Coordinators and the EUSAIR National Coordinator of Serbia it would emerge that the general theme for the 5th Annual Forum might be (technology) innovation or something alike. The Sub-Group on Energy Networks is asked for contributing to the 5th Annual Forum by organising a thematic session or round-table discussion and panel. A possible subject for this event might be “Technology innovation and digitalisation in the electricity systems: opportunities and challenges for the Adriatic-Ionian Region”. It is noted indeed that digital technologies and innovation are driving a structural transformation in the power supply sector as well as in electricity usages. Concerns regarding climate change are another driving force. In this regard, aspects of interest would include improved power plant and grid management, integration into the electric grid of variable renewable and distributed power units, electricity storage, smart grids, intelligent home systems, intelligent metering, electric and autonomous vehicles for road transport. The Sub-Group Members are asked for submitting their views to the Coordinators as well as names of possible panellists by end of March 2020. The Coordinators will report back to the Sub-Group during the next TSG2 Meeting.

## **9. Draft Programme of Work (Energy Networks Sub-Group) for 2020**

The TSG2 Draft Programme of Work for the Year 2020 is made by the Draft Programmes prepared by the two Sub-Groups of Transport and Energy Networks, respectively.

The Draft Programme of Work for the Energy Networks Sub-Group is presented as a background document by the Coordinators for discussion and eventual approval. Aim of activities which are foreseen during the year 2020 is fourfold. First, is the updating and monitoring of EUSAIR-labelled projects and measures. Second, is the contribution to the 5th EUSAIR Annual Forum. Third, is the implementation of Work Packages proposed by the EUSAIR Facility Point Project including the identification of two project ideas to be developed under WP T2. Fourth, is action on inter-pillar project ideas and the so-called embedding process (towards post-2020).

Discussion develops on the proposals described in the background document in particular, with regard to the implementation of Work Package T2 and the selection of project ideas as well as with regard the embedding process and its outcomes. The Energy Networks Sub-Group Coordinators are asked for revising the background document according to the suggestions and advice received.

## **10. Draft Facility Point Activity Plan 2020**

The Draft Facility Point Activity Plan for the year 2020 is noted. The Sub-Group on Energy Networks would contribute with two workshops which would be organised back-to-back the TSG2 Meetings which are foreseen for the year 2020, during Spring and Autumn, respectively. The Spring workshop would be on “How to finance energy



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networks in the Adriatic-Ionian Region” while the Fall workshop would focus on “Preparing the Master Plan of Energy Networks in the Adriatic-Ionian Region”

#### **11. Any other subject of interest**

No further subject of interest is presented. The session is concluded.

### **PLENARY SESSION (CONT.)**

#### **8. Report on the Main Conclusions of the Two Sub-Groups on Transport and Energy Networks**

TSG2 Coordinators report issues as discussed and decisions made by the two Sub-Groups. TSG2 Members are asked for expressing their views.

#### **9. TSG2 (Draft) Programme of Work for the year 2020**

The Draft Programmes of Work for the Year 2020 have been approved by their respective Sub-Groups with comments and integrations. The TSG2 Coordinators will prepare a consolidated version of TSG2 Draft Programme of Work for the Year 2020 which will be annexed to the Draft Minutes and Operational Conclusions to be eventually approved by the TSG2 Members as an integral part of the Minutes.

#### **10. Draft FP Activity Plan 2020**

The EUSAIR Facility Point is asked for including the events of macro-regional relevance in the Facility Point Activity Plan 2020, as shown in its Section 5, entitled “Proposed conferences and thematic workshops of special interest and calendar of the TSG2 Programme of Work for the Year 2020”.

#### **11. Joint Operational Conclusions and next meetings**

The Operational Conclusions are reported with the Minutes of the present Meeting.

As for the dates and venues of the next 12th and 13th TSG2 Meetings it is decided to hold in principle the two Meetings during the first and second half of the year 2020 while maintaining the rotation principle with regard to the venues. As a consequence, the next 12th TSG2 Meeting would be held in Rome during Spring 2020.

#### **12. Any other business. End of the Meeting**

Since no other issues are raised neither proposed the TSG2 Coordinators close the Meeting while thanking the participants for their contributions and support.



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## **DRAFT OPERATIONAL CONCLUSIONS**

In consideration of discussion developed during the 11th TSG2 Meeting and decisions made according to the consensus rule, the main Operational Conclusions and steps to be taken are as in the following

1. The document prepared by the Pillar Coordinators “Amendments to the EUSAIR TSG2 **Rules of Procedure for the inclusion of North Macedonia**” is approved with the change proposed by Greece of deleting the words “no more than two years” from the second bullet point of Section C. The amended document would be sent to the Governing Board for further action-.
2. The TSG2 agrees that the document proposed by FP Greek Project Partner entitled “**Evaluation of the EUSAIR** in the context of Work Package T3 of the EUSAIR Facility Point” is challenging and laudable. However, a number of issues are emerging during the discussion, requiring better definition and clarification. It is agreed that, given the deadline of 29 November 2019, the Pillar Coordinators would send on behalf of TSG2 comments and proposals to the Governing Board and to the FP Greek Project Partner.
3. With respect to the Pillar 2 thematic sessions within the 5th **EUSAIR Annual Forum**, to be organised in Belgrade during late Spring 2020. TSG2 Members are invited to submit by end of March 2020 proposals for session topics including also - panels of speakers. Moreover, TSG2 Members recommend to define the date of the 5th Annual Forum while avoiding overlapping with other important events organised within the EU.
4. The **Programme of Work for the year 2020** (for Transport and Energy Networks Sub-Groups) is approved, with the events of macro-regional relevance to be included in the Facility Point Activity Plan 2020. The Programme of Work 2020 will be submitted to the Facility Point for any action to follow and approved as an integral part of the Minutes.
5. With regard to the support and assistance to the TSG2, the Coordinators and Members express their gratitude and appreciation for the work conducted and accomplished by the Technical Support Unit during the years. The Technical Support Unit was essential for starting the work within the TSG2 and streamlining relations. The EUSAIR Facility Point is now fully operational while the procedures launched in compliance with WP T1 for assisting Pillar Coordinators have been completed or are near to completion. As a consequence, the mission of the Technical Support Unit will be reconsidered.

\* \* \*

### **6. The TSG2 Transport Sub-Group discusses and agrees upon decisions as follow:**

6a. In monitoring and reviewing the already **EUSAIR-labelled projects**, The Transport Sub-Group Members, responsible for each project, are invited to continue to use the *ad hoc* template for submitting information related to the labelled projects, as well as new proposals. With respect to the circulated list of EUSAIR-labelled projects it is agreed that responsibility of project no.5 (EUREKA) moves from Italy to Croatia. Furthermore, it is agreed that the Pillar Coordinators will circulate a proposal of classification and clustering for the existing projects in order identify those projects having a common geographical or thematic scope (e.g. port electrification).



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6.b The Transport Sub-Group approves two **new projects** to be EUSAIR-labelled, namely NEWBRAIN and SUSPORT. The monitoring of implementation and development of such projects would be taken by the Italian Regions.

6.c Transport Sub-Group Members in reaffirming the strategic importance within Pillar 2 of the development of the **EUSAIR Masterplan of Transport**, do commit themselves to contribute to the development of a Transport Model for the Adriatic-Ionian Region, i.e. EUSAIR Multimodal Transport Model (EMTM). To this aim, a Working Group (WG) is established, including Transport Sub-Group Members and one or more representatives preferably with skills in GIS and transport modeling, to be communicated to the Pillar Coordinators. The Working Group would be in directly in contact with the experts engaged for the Masterplan development and would participate in the dedicated workshops.

6.d Regarding the selection of **project ideas within the Facility Point WP T.2**, Transport Sub-Group approves two project ideas related to the development of a strategic plan for (a) maritime transport in the A-I Region and (b) for the hinterland connections, as part of EUSAIR Transport Masterplan. Following the guidelines included in the FP Background paper Work Package T.2 focused on Facilitating Strategic Project Development (July 2019), the two circulated “Project Idea templates” are approved with a score of 100/100 and would be sent to the FP in order to start the procedure to engage the WPT.2 experts.

6.e With respect to the implementation of the **Facility Point WP T.3 (Monitoring and Evaluation)**, the Transport Sub-Group Members agree that the engagement of an expert is urgent and that procedure should move on although the guidelines are in the course of definition and approval by the Governing Board. However, while taking into consideration the need to perform those activities in accordance with the FP timeline, the TSG2 Members agree on giving priority to the engagement of experts within WPT.2.

6.f With reference to the implementation of the **EUSAIR Stakeholders Platform** within the Facility Point WP T.4, Transport Sub-Group Members are invited to test the use of the Stakeholder Platform. Pillar coordinators will identify a “focal point” (e.g. with editorial and press release skills), as a reference persons that will interact with FP to: 1) filter all the material received and to be published on the platform; 2) identify the stakeholders to be involved in a second phase; 3) identify and organize training events.

7. The **TSG2 Energy Networks Sub-Group** discusses and agrees upon decisions.

7a. Regarding the implementation of the Open List of EUSAIR-labelled projects and measures for energy networks, the Sub-Group Members are invited to continue using the ad-hoc template for submitting added information, for updating as well as for making proposals for new projects. As for a working document which was circulated during the Sub-Group Meeting it is noted that information concerning Croatia is missing The working document will be amended.

7.b With respect to the document “Implementation and monitoring of the Open List of EUSAIR-labelled projects for energy networks” it is noted that project cluster no. 2 “Undersea Power Link between Italy and Montenegro” has been completed and the cable is in operation since 15 November. As a consequence, this project will be removed from the Open List. In consideration of all of this the Sub-Group Members are invited to consider for inclusion in the



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Open List a project whose provisional title is EUSAIR Gas Trading Hub. Terms of reference will be presented during the next TSG2 Meeting.

7.c It is agreed that the Sub-Group Coordinators will continue to circulate a Consolidated Report classifying and clustering the proposals for the EUSAIR-labelled projects by including all the available information.

7.d In relation to EUSAIR Work Package T2 (Facilitating strategic project development and financial dialogue) two strategic project ideas are selected to be further developed into project concepts. These project ideas are referred to as: EUSAIR Master Plan of Energy Networks in the Adriatic-Ionian Region and Road-Map towards the EUSAIR Power Exchange and Natural Gas Trading Hub. Terms of reference will be prepared for the two project ideas in a sequence and submitted to the Sub-Group to start the process of selection of the WPT2 experts.

7.e In relation to EUSAIR Work Package T3 (Monitoring and evaluation of the EUSAIR) the Sub-Group assumes that the monitoring process of TSG2 activities and achievements should precede the evaluation phase and process. How the monitoring should be performed and results expected are in need of clarification, however. The Italian Project Partner will try to provide more information as well as details regarding the selection of the WPT3 expert.

7.f In relation to EUSAIR Work Package T4 (EUSAIR Stakeholders Platform) the Sub-Group welcomes the effort made by the Italian Project Partner towards the delivery of an effective Stakeholders Platform. Sub-Group Members will contribute by identifying and addressing interested persons and entities. The lack of something like a stakeholders platform users' handbook and rules regarding protection of personal information are noted. A request will be made for receiving some reliable information.

7.g According to views expressed within the Sub-Group a general theme for the 5th EUSAIR Annual Forum might have its focus on technology innovation while the topic suggested of a possible thematic session might be "Technology innovation and digitalisation in the electricity systems: opportunities and challenges for the Adriatic-Ionia Region".



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## **ANNEXES**

1. List of participants to the 11th TSG2 Meeting;
2. Minutes and Operational Conclusions of the 10th TSG2 Meeting (Rome, 11-12 April 2019);
3. All Presidency/EUSAIR Chairmanship of the Republic of Serbia “Program”
4. TSG2 Document “Amendments to the EUSAIR TSG2 Rules of Procedure for the Inclusion of North Macedonia”
5. TSG2 Programme of Work for the Year 2020
6. Issue Paper “The EUSAIR Delivering the Macro-Regional Added Value – Implementation formats today and tomorrow” by Anastasia Nekrasova, October 2019
7. Presentation “Report on Pillar 2 (Transport) – State of play and work ahead” by the Pillar 2 Coordinators at the Pillar Coordinators Technical Meeting (Belgrade, 21 Oct 2019)
8. Application for project idea proposals (under FP Work Package T.2) following the template proposed by the FP Guidelines “Facilitating Strategic Project Development” (July 2019, V.3) – Maritime Dimension and Land and Air Accessibility
9. Presentation on the Development of the Adriatic Ionian Region Masterplan for Transport Interconnectivity and technical Note on the Model Zoning System by the Technical Assistance to Pillar 2 (Transport) Coordinator
10. Proposals for two new labelled projects for transport NEWBRAIN and SUSPORT