

## 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)*

|  |  |
|--|--|
| <b>Project idea title</b>  | <b>Adriatic Ionian Region Masterplan for Transport Interconnectivity – Land and air accessibility</b>  |
| <b>Acronym</b>   | AIM-TI – land and air accessibility  |
| <b>Please list which awareness raising events with relevant stakeholders were organised for identification and presentation of the project idea</b>              | <p>The idea to develop a strategic transport masterplan for the Adriatic Ionian region was already presented at the 3<sup>rd</sup> Forum of the EU Strategy for the Adriatic and Ionian Region, held in Catania (Italy) on the 24-25 May 2018. It was previously and subsequently discussed at the TSG 2 Transport Subgroup Meetings, particularly at the 10<sup>th</sup> TSG2 Meeting held in Rome in April 2019, where the opportunity to structure the masterplan into two different sub-components was considered, which also partially reflects the two priority actions of the EUSAIR Pillar 2 Action Plan:</p> <ul style="list-style-type: none"> <li>• Adriatic Ionian Region Masterplan for Transport Interconnectivity – AIM-TI - Maritime dimension</li> <li>• Adriatic Ionian Region Masterplan for Transport Interconnectivity – AIM-TI - Land and air accessibility</li> </ul> <p>Accordingly, two different masterplans are proposed to be developed that will subsequently feed into a single wider masterplan whose elaboration will be also supported by the development of a dedicated transport model: EUSAIR Multimodal Transport Model – EMTM.</p> <p>This project idea development template relates to the land and air accessibility sub-component of the Adriatic Ionian Region Masterplan for Transport Interconnectivity.</p> |
| <b>Please indicate if the project idea was published on the Stakeholder platform</b>   | Yes, the presentations of the Forum in Catania and the minutes of the TSG2 meetings are available in the stakeholder platform.   |
| <b>Please indicate which information/awareness activities were carried out using different online channels/formats and list which channels/formats were used</b> | As mentioned above, the project idea was already presented and discussed at the TSG 2 meetings and was also presented at the 3 <sup>rd</sup> Forum of the EU Strategy for the Adriatic and Ionian Region. The material of this forum is also publicly available and accessible on Internet.  |

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| <b>Please indicate at which TSG meeting the project idea was agreed</b>  | The project ideas was agreed for further consideration at the 10 <sup>th</sup> TSG2 meeting.  |
| <b>Potential lead beneficiary</b> (e.g. different sectors, public administration, research institution, business sector, NGOs, other) <sup>1</sup><br><br><b>Important!</b> 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.      | All TSG 2 Transport Subgroup Members will benefit from the development of the project as the masterplan will allow for a better and more coordinated transport infrastructure development policy in the region. The masterplan will support the EU Commission in the extension of TEN-T network in South-East Europe; it will promote EUSAIR Countries priorities within a common and shared strategic framework; it will facilitate the identification of actions and measures of macro-regional relevance pointing out synergic effects while settings coordinated timelines. |
| <b>Potential project beneficiaries</b> (e.g. different sectors, public administration, research institution, business sector, NGOs, other) <sup>2</sup><br><br><b>Important!</b> 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. | Further to the strategic objective defined above, the masterplan also aims at concretely support the implementation of the EUSAIR by means of elaboration of feasibility analyses for the development of specific projects of macro-regional relevance that will be identified as part of the elaboration of the masterplan. This additional outcome of the masterplan will be beneficial to the infrastructure managers. At present the involvement of the private sector is not envisaged.  |
| <b>References needed by the partnership</b> (e.g. research in the field of Blue Growth, projects or other relevant activities) (optional)  |   |
| <b>General objective</b>   | The AIM-TI is conceived as a tool for the coordinated implementation of the macro-regional strategy in the framework of the EU policies for the Union's Enlargement and Cooperation with Neighbouring Countries, Territorial  |

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

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

Integration and Cohesion, Single European Transport Area. It aims at identifying projects of macro-regional relevance and support their implementation towards a more competitive and resource efficient transport system in the Adriatic-Ionian Region, with a focus on the maritime dimension of the macro-regional transport and economic systems, green and multimodal accessibility to urban, transport and touristic nodes.

The following table summarises the indicative content of the AIM-TI, of which the AIM-TI – Maritime dimension is a component.

| <b>Adriatic Ionian Region Masterplan for Transport Interconnectivity: Towards an Interconnected Growth</b> |   |
|--|---|
|  | <b>Executive summary</b>  |
|  | <b>Introduction</b>   |
| <b>Ch01</b>  | <b>The Masterplan in the framework of the EU policies for the Union's Enlargement and Cooperation with Neighbouring Countries, Territorial Integration and Cohesion, Single European Transport Area</b> |
| <b>Ch02</b>  | <b>The Masterplan as a tool for the implementation of the EUSAIR Macro-regional Strategy</b>  |
| <b>Ch03</b>  | <b>Adriatic Ionian Region socio-economic evolution</b>  |
|  | Socio-economic characteristics of the Adriatic Ionian Region  |
|  | The Adriatic Ionian Region at the crossing of global trade and logistics routes to Europe   |
| <b>Ch04</b>  | <b>Transport sector overview</b>  |
|  | The backbone of the Adriatic Ionian Region transport infrastructure   |
|  | Passengers and freight transport flows across the Adriatic Ionian Region  |
| <b>Ch05</b>  | <b>Masterplan vision, policy and strategy</b>   |
|  | Review of the national transport plans  |
|  | Macro-regional transport priorities   |
|  | Infrastructure projects for the development of the Adriatic Ionian Region transport system  |
|  | Soft measures for the development of the Adriatic Ionian Region transport system  |
|  | Labelled projects   |
|  | Cross-pillar initiatives  |
|  | Capacity building initiatives   |
|  | Promotion of the masterplan and synergies with other international actions (i.e. TCT, ADRIION, other Macro-regional strategies... TEN-T CNCs implementation process)                                    |
| <b>Ch06</b>  | <b>Transport scenarios</b>  |
|  | The baseline scenario at 2017   |
|  | The do nothing scenario at 2030   |
|  | The project scenario at 2030  |
| <b>Ch08</b>  | <b>Conclusions</b>  |
| <b>Annexes</b>   | <b>Report</b>   |

Specifically concerning the AIM-TI – land and air accessibility, specific subject of this project idea template, the sections below outline its expected scope, indicative content, activities, outcomes and work plan.

|   |  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|---|--|-----------------|--|--|--------------|-------------|------------------------------------|--|---------------------|--|--|--|--|--|------------------------------------|--|------------------|-------------|---------------------------------|--|--|--|-------------------|--|--|-------------|---|-----------------|------------------------------|--|--------------|-------------|------------------------------------|--|---------------------|--|----------------------|--|------------------------------------|
| <b>Work plan and activities of the project idea</b> | <p>The scope of the project consists among others of the following macro-activities:</p> <ul style="list-style-type: none"> <li>• Drafting of the reports 1, 2, 3 and 4 of the AIM-TI – Land and air accessibility, for the components relating to land transport networks, airports, sustainable accessibility and integration of urban nodes and tourist sites according to the indicative structure and index reported in the section below on the expected results/outcomes of the project;</li> <li>• Drafting of 3-4 feasibility studies concerning the feasibility analysis of relevant projects, with reference to land and air transport accessibility and related intermodality;</li> <li>• Presentation of the results of the masterplan and feasibility studies at TSG 2 meetings or related working groups.</li> </ul> <p>The work plan assumes that the project will start in February 2020 and will be completed by September 2022. The current and future sector analyses are assumed to be completed by February 2021 and the feasibility studies by February 2022.</p>   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Expected results/outcomes</b>                    | <p>The main outcome of the AIM-TI – Land and air accessibility will be the elaboration of seven-eight study reports: four reports relating to the analysis and development of a coordinated strategy for the development of land and air transport accessibility. 3-4 feasibility studies reports will also be elaborated to concretely support the implementation of 3-4 projects considered of relevance for the implementation of the EUSAIR Macroregional strategy. The table below provides the indicative content of the two main reports of the masterplan for the land and air accessibility sub-component.</p> <table border="1"> <tr> <td><b>Report 1</b></td><td><b>Rail transport sector and intermodality</b></td></tr> <tr> <td></td><td>Introduction</td></tr> <tr> <td><b>Ch01</b></td><td><b>Overview of the rail sector</b></td></tr> <tr> <td></td><td>Rail infrastructure</td></tr> <tr> <td></td><td>Rail terminals and Rail-road terminals</td></tr> <tr> <td></td><td>Traffic volumes on the rail network and at terminals</td></tr> <tr> <td></td><td>Rail transport performance at BCPs</td></tr> <tr> <td></td><td>ERTMS deployment</td></tr> <tr> <td><b>Ch02</b></td><td><b>Rail planned investments</b></td></tr> <tr> <td></td><td>Review of the national transport plans</td></tr> <tr> <td></td><td>Labelled projects</td></tr> <tr> <td></td><td>Project impact assessment and gap analysis with respect to TEN-T standards and targets</td></tr> <tr> <td><b>Ch03</b></td><td><b>Key investments and recommendations for the development of the rail sector</b></td></tr> </table><br><table border="1"> <tr> <td><b>Report 2</b></td><td><b>Road transport sector</b></td></tr> <tr> <td></td><td>Introduction</td></tr> <tr> <td><b>Ch01</b></td><td><b>Overview of the road sector</b></td></tr> <tr> <td></td><td>Road infrastructure</td></tr> <tr> <td></td><td>Road traffic volumes</td></tr> <tr> <td></td><td>Road transport performance at BCPs</td></tr> </table> | <b>Report 1</b> | <b>Rail transport sector and intermodality</b> |  | Introduction | <b>Ch01</b> | <b>Overview of the rail sector</b> |  | Rail infrastructure |  | Rail terminals and Rail-road terminals |  | Traffic volumes on the rail network and at terminals |  | Rail transport performance at BCPs |  | ERTMS deployment | <b>Ch02</b> | <b>Rail planned investments</b> |  | Review of the national transport plans |  | Labelled projects |  | Project impact assessment and gap analysis with respect to TEN-T standards and targets | <b>Ch03</b> | <b>Key investments and recommendations for the development of the rail sector</b> | <b>Report 2</b> | <b>Road transport sector</b> |  | Introduction | <b>Ch01</b> | <b>Overview of the road sector</b> |  | Road infrastructure |  | Road traffic volumes |  | Road transport performance at BCPs |
| <b>Report 1</b>                                     | <b>Rail transport sector and intermodality</b>   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Introduction   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Ch01</b>   | <b>Overview of the rail sector</b>   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Rail infrastructure  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Rail terminals and Rail-road terminals   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Traffic volumes on the rail network and at terminals   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Rail transport performance at BCPs   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | ERTMS deployment   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Ch02</b>   | <b>Rail planned investments</b>  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Review of the national transport plans   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Labelled projects  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Project impact assessment and gap analysis with respect to TEN-T standards and targets   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Ch03</b>   | <b>Key investments and recommendations for the development of the rail sector</b>  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Report 2</b>                                     | <b>Road transport sector</b>   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Introduction   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
| <b>Ch01</b>   | <b>Overview of the road sector</b>   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Road infrastructure  |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Road traffic volumes   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |
|   | Road transport performance at BCPs   |                 |  |  |              |             |                                    |  |                     |  |  |  |  |  |                                    |  |                  |             |                                 |  |  |  |                   |  |  |             |   |                 |                              |  |              |             |                                    |  |                     |  |                      |  |                                    |

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|--|-----------------|--|
|  |                 | Road transport safety  |
|  |                 | ITS solutions for traffic and demand management  |
|  |                 | Alternative clean fuels  |
|  | <b>Ch02</b>     | <b>Road planned investments</b>  |
|  |                 | Review of the national transport plans   |
|  |                 | Labelled projects  |
|  |                 | Project impact assessment and gap analysis with respect to TEN-T standards and targets   |
|  | <b>Ch03</b>     | <b>Key investments and recommendations for the development of the road sector</b>  |
|  |                 |  |
|  | <b>Report 3</b> | <b>Air transport sector</b>  |
|  |                 | <b>Introduction</b>  |
|  | <b>Ch01</b>     | <b>Overview of the air transport sector</b>  |
|  |                 | Airport infrastructure   |
|  |                 | Traffic at airports  |
|  |                 | Airport accessibility from main urban and touristic nodes  |
|  |                 | Interconnection between airports and the main logistics platforms  |
|  |                 | SESAR and alternative clean fuel deployment  |
|  | <b>Ch02</b>     | <b>Airport planned investments</b>   |
|  |                 | Review of the national transport plans   |
|  |                 | Labelled projects  |
|  |                 | Project impact assessment and gap analysis with respect to TEN-T standards and targets   |
|  | <b>Ch03</b>     | <b>Key investments and recommendations for the development of the rail sector</b>  |
|  |                 |  |
|  | <b>Report 4</b> | <b>Urban transport and tourism accessibility</b>   |
|  |                 | <b>Introduction</b>  |
|  | <b>Ch01</b>     | <b>Overview of the major urban and touristic sites in the EUSAIR</b>   |
|  |                 | Description of the rail and road infrastructure system interconnecting the urban and main touristic sites in the EUSAIR with its backbone infrastructure |
|  |                 | Description of the infrastructure and services for cycling mobility interconnecting main urban nodes and touristic sites                                 |
|  |                 | Interconnecting services between the main transport nodes, urban nodes and touristic sites   |
|  |                 | Future oriented mobility solutions to improve accessibility at urban nodes and touristic sites   |
|  |                 | City logistics solutions at urban nodes and touristic sites  |
|  |                 | Solutions and strategies for the diffusion of alternative clean fuels at urban nodes and touristic sites   |
|  | <b>Ch02</b>     | <b>Urban transport major planned investments</b>   |
|  |                 | Check availability and review of SUMP and SLP and or dedicated tourism accessibility strategies  |
|  |                 | Labelled projects  |
|  |                 | Project impact assessment and gap analysis with respect to TEN-T standards and targets   |
|  | <b>Ch03</b>     | <b>Key investments and recommendations for the development for an improved accessibility at urban nodes and touristic sites</b>                          |

|   | <p>The following table lists the main chapters of the feasibility study reports.</p> <table> <tr> <th colspan="2">Feasibility project report</th></tr> <tr> <td></td><td>Executive summary</td></tr> <tr> <td></td><td>Introduction</td></tr> <tr> <td>Ch01</td><td>Project objectives and targets</td></tr> <tr> <td>Ch02</td><td>Project technical scope and description</td></tr> <tr> <td>Ch03</td><td>Demand analysis</td></tr> <tr> <td>Ch04</td><td>Options Analysis</td></tr> <tr> <td>Ch05</td><td>Cost Benefit Analysis</td></tr> <tr> <td>Ch06</td><td>Implementation and funding strategy</td></tr> <tr> <td>Ch07</td><td>Conclusions</td></tr> </table> | Feasibility project report |  |  | Executive summary |  | Introduction | Ch01 | Project objectives and targets | Ch02 | Project technical scope and description | Ch03 | Demand analysis | Ch04 | Options Analysis | Ch05 | Cost Benefit Analysis | Ch06 | Implementation and funding strategy | Ch07 | Conclusions |
|---|--|----------------------------|--|--|-------------------|--|--------------|------|--------------------------------|------|---|------|-----------------|------|------------------|------|-----------------------|------|-------------------------------------|------|-------------|
| Feasibility project report  |  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
|   | Executive summary  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
|   | Introduction   |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch01  | Project objectives and targets   |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch02  | Project technical scope and description  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch03  | Demand analysis  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch04  | Options Analysis   |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch05  | Cost Benefit Analysis  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch06  | Implementation and funding strategy  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| Ch07  | Conclusions  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| <b>Relevance to the following priority actions from the EUSAIR ACTION PLAN for Pillar:</b>  | <i>To what extent does the project contribute to the implementation of at least 1 of the following priorities? (description)</i>   |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| <b>Pillar 1 BLUE GROWTH</b><br><br><b>Topic 1.1</b> Blue technologies<br><br><b>Topic 1.2.</b> Fisheries and aquaculture<br><br><b>Topic 1.3.</b> Maritime and marine governance and services |  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| <b>Pillar 2 CONNECTING THE REGION</b><br><br><b>Topic 2.1.</b> Maritime transport<br><br><b>Topic 2.2.</b> Intermodal connections to the hinterland<br><br><b>Topic 2.3.</b> Energy networks  | <p>The project is specifically dedicated to the better definition and implementation of the priority actions of the Pillar 2 of the EUSAIR, and particularly intermodal connections to the hinterland. The project will also support the development of a more coherent and interconnected region, facilitating cohesion and cooperation with neighbouring countries.</p>  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |
| <b>Pillar 3 ENVIRONMENTAL QUALITY</b><br><br><b>Topic 3.1.</b> The marine   |  |                            |  |  |                   |  |              |      |                                |      |   |      |                 |      |                  |      |                       |      |                                     |      |             |

|  |  |
|--|--|
| <p>environment</p> <p><b>1.a. <u>Threat to coastal and marine biodiversity;</u></b></p> <p><b>1.b. <u>Pollution of the sea;</u></b></p> <p><b>Topic 3.2</b> Transnational terrestrial habitats and biodiversity</p>  |  |
| <p><b>Pillar 4.</b></p> <p><b>SUSTAINABLE TOURISM</b></p> <p><b>Topic 4.1.</b> Diversified tourism offer (products and services)</p> <p><b>Topic 4.2.</b> Sustainable and responsible tourism management (innovation and quality)</p>  |  |
| <p><b>Relation to other pillars of the EUSAIR</b></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><b>Pillar 1 BLUE GROWTH</b></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><b>Pillar 2 CONNECTING THE REGION</b></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><b>Pillar 3 ENVIRONMENTAL QUALITY</b></p> |  |

|   |   |
|---|---|
| <p>Topic 3.1. The marine environment</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><b>Pillar 4.<br/>SUSTAINABLE<br/>TOURISM</b></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><b>Macro-regional impact</b></p> <p><b>(Up to 64 points)</b></p>   |   |
| <p><b>Compliance with six broad criteria (see below)</b></p> <p><b>(Up to 6 points)</b></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><b>Broad Criteria</b></p>  |   |
| <p>Address priorities and well-substantiated needs expressed by countries, regions and stakeholders or Commission services and be widely supported.</p>   | <p>The starting point of the masterplan is represented by the review of the national transport strategies and plans in the wider framework of the EU policies for mobility and transport. The strategy that will be proposed by the masterplan will be a coordinated one, reflecting the priorities identified by the States in the region. The projects that will be subject of the feasibility studies will also be selected on the basis of their relevance both at the national level and macro-regional scale.</p> |
| <p>Demonstrate a transnational, if not</p>  | <p>The masterplan clearly aims at representing the vision of the whole region and will be elaborated by means of involvement of all TSG 2 Transport Subgroup Members and relevant national infrastructure managers. The analysis that will be developed as part of the masterplan is aimed at identifying those initiatives</p>   |



|  |   |
|--|---|
| macro-regional, scope or impact  | that maximise the implementation of the EUSAIR strategy thus having strong impact at the transnational and macro-regional scale.  |
| Be realistic and credible  | The project idea is based on the common view of the TSG 2 Transport Subgroup that a common tool for the coordinated analysis and implementation of the EUSAIR in the field of transport is required, which will also ensure the development and updating of a strategy in the long term, as well as commitment over the identification of initiatives to be promoted and implemented for their relevance for the whole region. Notwithstanding the fact that the available financial resources do not allow for the direct implementation of the project works and are even not enough to develop project design activities, feasibility studies will in any case be implemented under the scope of the masterplan that will represent a first concrete step towards the implementation of the EUSAIR. As part of such analyses due consideration will be also given to the financial sustainability and structure of the projects aiming at identifying best solutions for their realisation also by means of involvement of private funding and blending solutions. |
| Build on existing initiatives and have reached a fair degree of maturity | The masterplan aims at coordinating and thus supporting integration in terms of policy and priorities. It will build from the analysis of the existing national strategies and policies aiming at identifying common priorities and solutions in line with the EU policies for mobility and transport. It will furthermore consider the wealth of information available from other EU funded projects and national initiatives in the Adriatic Ionian Region.   |
| Pay attention to cross-cutting aspects                                   | As outlined in the indicative content of the masterplan, 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 elaboration of the masterplan itself is also considered to be an occasion for the promotion of capacity building and share relevant experiences in transport planning practices among the members of the TSG 2 Transport Subgroup as well as the infrastructure managers that are also expected to be involved in the project for the provision of relevant data and the identification/definition of projects and solutions.   |
| Be coherent and mutually supportive                                      | The project ensures maximum coherency within the Pillar related priorities. According to the indicative content of the masterplan activities are also foreseen which relate to the analysis and promotion of alternative clean fuels, in line with the activities implemented by the Energy Network Subgroup. Accessibility to touristic sites will also be subject of analysis with potential synergies also with the activities under the Pillar 4 of the EUSAIR. According to the indicative content of the masterplan, cross-pillar initiatives may be also subject of analysis under the scope of the masterplan.  |

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| <p><b><u>Compliance with the Guiding Principles/Priorities of the respective Pillar</u></b></p> <p><b><u>(Up to 30 points)</u></b></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 masterplan is representing the basic concept for the strategic and concrete implementation of the EUSAIR strategy with reference to the Pillar 2 priorities. By means of a top down approach the masterplan will aim at establishing consensus among the TSG 2 Transport Subgroup Members in the definition of the transport strategy for the region, in line with the EU policies for mobility and transport. Initiatives relevant under the macro-regional perspective will be also identified that will concretely implement the EUSAIR.</p> |
| <p><b>Duration:</b></p> <p><b>Expected</b> project start and completion date: (day/month/year)</p>   | <p>The project is expected to start in February 2020 and it should be completed by February 2022, September 2022 at the latest for a total indicative duration of 24-30 months.</p>  |
| <p><b>Additional Information</b></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> |
|---|------------|-----------|-------------|
| <b>Organized awareness raising events with relevant stakeholders</b>                          |            |           |             |
| <b>The project idea was published on the Stakeholder platform</b>                             |            |           |             |
| <b>Carry out information/awareness activities using different online channels and formats</b> |            |           |             |
| <b>Project idea agreed upon TSG at the meeting</b>  |            |           |             |

|  |               |                  |
|--|---------------|------------------|
| <b>Macro-regional impact</b><br><br><b>(Up to 64 points)</b><br><br>Insufficient – 0<br><br>Sufficient – 20<br><i>(a lot of improvement needed by the external expert)</i><br><br>Average – 40<br><i>(still some improvement needed by the external expert)</i><br><br>Excellent – 64<br><i>(a few improvements needed by the external expert)</i> | <b>SCORE:</b> | <b>COMMENTS:</b> |
| <b>Compliance with six broad criteria (see below)</b><br><br><b>(Up to 6 points)</b><br><br><b>Address priorities and well-substantiated needs expressed by countries, regions and stakeholders or Commission services and be widely supported.</b><br><br>No – 0<br><br>Yes – 1   |               |                  |
| <b>Demonstrate a transnational, if not macro-regional, scope or impact</b><br><br>No – 0<br><br>Yes – 1  |               |                  |
| <b>Be realistic and credible</b><br><br>No – 0<br><br>Yes – 1  |               |                  |
| <b>Build on existing initiatives and have reached a fair degree of maturity</b><br><br>No – 0<br><br>Yes – 1   |               |                  |

|   |  |  |
|---|--|--|
| <b>Pay attention to cross-cutting aspects</b><br><br>No – 0<br><br>Yes – 1  |  |  |
| <b>Be coherent and mutually supportive</b><br><br>No – 0<br><br>Yes – 1   |  |  |
| <b>Compliance with the Guiding Principles/Priorities of the respective Pillar</b><br><br><b>(Up to 30 points)</b><br><br><b>Insufficient – 0</b><br><br><b>Sufficient – 10</b><br><i>(a lot of improvement needed by the external expert)</i><br><br><b>Good – 20</b><br><i>(still some improvement needed by the external expert)</i><br><br><b>Excellent – 30</b><br><i>(a few improvements needed by the external expert)</i><br><br><b>Take into account the Guiding principles/Priorities of the Pillar within which the proposed project is developed</b> |  |  |
| <b>FINAL SCORE</b>  |  |  |
| <b>General comment of TSG members</b>   |  |  |

**Evaluation results:**

**Final total score:** \_\_\_\_\_

**Threshold of at least 75 points reached:** ☐ Yes ☐ No

Summary of comments made by TSG members:

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

**TSG 1:** \_\_\_\_\_

**TSG 2:** [eusairFPIT@regione.marche.it](mailto:eusairFPIT@regione.marche.it)

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

**TSG 4:** [eusair@mint.hr](mailto:eusair@mint.hr).

***Based on the information provided in Annex 1 and Annex 2, the EU Member State EUSAIR Facility Point Project Partner will prepare the ToR for the selection of external experts.***