

## EUSAIR EMBEDDING PROCESS



### EUSAIR PILLAR 2 (TRANSPORT) FLAGSHIPS

<b>EUSAIR THEMATIC PRIORITY (ALREADY IDENTIFIED AND PRESENTED TO THE GOVERNING BOARD ON 18-19 FEBR 2020)</b>	<b>COMPETITIVE, SEAMLESS INTERMODAL CONNECTIONS FOR FREIGHT AND PASSENGER TRANSPORT IN THE ADRIATIC-IONIAN REGION</b>	
<b>MACROREGIONAL CHALLENGE/NEED</b> (short but concrete description, ca 500 characters)	<p>The development of an interconnected and integrated transportation system in the Adriatic-Ionian Region is a challenge of macro-regional relevance, consistent with national priorities and with EU objectives of more connected, greener and low-carbon Europe (i.e. Policy Objectives 3 and 2), aiming at strengthening North-South and East-West relations by means of the identification of multimodal corridors alongside the TEN-T network including, in particular, maritime connections between the coasts of the Adriatic and Ionian Seas and intermodal connections between the seaports and the hinterland of the Region.</p>	<b>Base for the text to be inserted into ESIF/IPA programming documents</b>
<b>TITLE OF THE FLAGSHIP</b>	<b>THE ADRIATIC-IONIAN MULTI-MODAL CORRIDORS</b>	
<b>OVERALL GOAL / EXPECTED IMPACT WE WANT TO ACHIEVE AT MACRO-REGIONAL LEVEL, ADDED VALUE</b> (short description, max 1500 characters)	<p>A system of multimodal corridors in the Adriatic-Ionian Region, alongside the TEN-T network, aims at <b>reducing infrastructural, technological and legislative gaps and improving accessibility</b>, in order to facilitate cross-border demand flows and transport operations, and strengthen North-South and East-West (physical and digital) interconnections between the logistics and urban nodes of the Region.</p> <p>The overall goal is contributing to create a seamless, harmonised and competitive transport system with a <b>twofold scale of outcomes</b>: on the one hand, to exploit the strategic geographical position of the AI Region, as “junction” between the Mediterranean Sea and Central Europe, intercepting the routes from and to the Far East in the context of global trades; on the other hand, to facilitate regional and local connections and, in so doing, contributing to developing a cohesive and inclusive region.</p>	

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									<p>The concept of multi-modal Corridor crossing and connecting several States, has a macro-regional relevance by definition. In the Adriatic-Ionian Region it can include several type of actions and projects ranging from <b>infrastructural development and upgrading</b> according to common functional, quality and safety standards (e.g. those foreseen by Reg. (EU) 1315, establishing the TEN-T network) to <b>soft measures</b> including the development of ICT and other innovative solutions to promote environmental-friendly transports (e.g. green ports, cycling routes developments, ...), common safety and security standards and to facilitate cross-border crossings.</p>
<b>TSG proposed actions contributing to the overall flagship to be taken within national boundaries/at the national level:</b>									
<b>AL</b>	<b>BiH</b>	<b>GR</b>	<b>HR</b>	<b>IT</b>	<b>MN</b>	<b>NM</b>	<b>RS</b>	<b>SI</b>	
<p>The <b>ADRIATIC-IONIAN CYCLE ROUTE</b> consists of a cycling route running along the coast of the entire Adriatic and Ionian basin from Italy (all the involved Regions) to Greece crossing the EUSAIR concerned Countries (coastal network) and including its main cycle connections to the hinterland areas of the nine EUSAIR countries (inland network). The following specific objectives will be pursued:</p> <ul style="list-style-type: none"> <li>• completing the coastal cycle route and the main cycle connections to the inland areas according to shared quality standards;</li> <li>• development of intermodal services (mainly boat and train) to support the cyclists' journeys and sustainable tourism development;</li> <li>• enhancement of physical and non-physical infrastructures (e.g dedicated parking lots, equipping intermodal exchange nodes, cycling information points as well as refreshment points or smart app);</li> <li>• set up the conditions for launching the procedure to insert the entire ADRIATIC-IONIAN Cycle Route in the EuroVelo network (only the north-eastern part is insert in EuroVelo).</li> </ul> <p>In Italy most of the ADRIATIC-IONIAN Cycle Route (coast network) is encompassed in the "National System of Tourist Cycleways" established by Law n. 2/2019. The aforementioned laws finance both the feasibility studies for the construction of these cycleways, and the next construction of some functional lots. Also Italian Regions have already built or financed additional lots of cycle routes belonging to the ADRIATIC-IONIAN Cycle Route. With reference to the other EUSAIR countries, similar planning and implementation processes are being developed and financed under national and EU Funds. Northern and eastern part of the entire proposed ADRIATIC-IONIAN Cycle Route (coast network from Venice to Greece) coincides with the "Mediterranean Route - EuroVelo 8", that is a part of the European cycle network EuroVelo.</p>									<p>Describe concrete actions/projects to be implemented in each country contributing to overall goal &amp; key stakeholders</p>
<p>The <b>ADRIATIC-IONIAN GREEN/SMART PORT HUBS CONCEPT</b> consists of a port network of the entire Adriatic and Ionian basin from Greece to Italy crossing along all EUSAIR countries including all the ports belonging to the core and comprehensive network of the TEN-T Corridors involved. In line with the goals and objectives of the European Green Deal, seaports in the A-I Region, should be seen as a key priority in pursuing resilience to climate change. On shore power supply (OPS) is already seen as a significant part of the transition to the new 'zero emission' era and as such it should be further incentivised.</p>									

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<p>Moreover, digitisation of the supply chain, via the exchange or real-time information among all involved stakeholders in conjunction with the development of ICT systems to improve and facilitate data collection in ports, will result in a more efficient and transparent supply chain ports. The following specific objectives will be pursued:</p> <ul style="list-style-type: none"> <li>• Technology testing in ports to identify the technical and operational challenges;</li> <li>• Mapping of local and macro regional needs and development of network of ports to be transformed in accordance with the developments of the Macroregional Transport Masterplan;</li> <li>• Development of the required infrastructure to support zero emission actions as well as promotion of interoperability among the ports of the Region through the digitisation of the provided services and the development of innovative ICT solutions to support the supply chain. Enhance connectivity to islands from mainland and between islands, boosting short sea shipping green solutions.</li> <li>• Development of circular economy projects in ports finding solutions in turning waste to products due to their ideal background (proximity to large cities, industries as well as by operating as hosts of ships' waste).</li> </ul> <p>In many EUSAIR States the regulatory framework for the electrification of ports is either already enacted or is about to be. In fact, the proposed flagship is in line with the Alternative Fuels Infrastructure Directive (Directive 2014/94/EU) to prioritise Onshore Power Supply in TEN-T ports by the end of 2025. In addition many projects have already been completed in the Region and others are on-going, preparing the ground for the introduction of cold ironing, electric bunkering and hybrid ships across the Eastern Mediterranean Sea corridor and to exchange good practices regarding soft and hard environment-friendly solutions for a greener, safer and more efficient transport system, practices from which the proposed action could build upon.</p>	
<p><b>Policy objective 2:</b> <i>a greener, low-carbon Europe</i></p> <p><b>Policy objective 3:</b> <i>a more connected Europe by enhancing mobility and regional ICT connectivity</i></p>	<p>Specify to which policy objective/specific objective the actions will contribute to and if possible, funds needed.</p>
<p>Establishing a network with the Managing authorities of the main streams funds (e.g. Regional Operative Programmes (POR) and the Interreg Managing authorities.</p>	<p>At later stage:_ Mechanisms for implementation – flagship process (e.g establishment of networks, activities, Network of MAs; MLG, etc...)</p>

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**Other important remarks** (e.g. Proposed measures to be taken through transnational/cross-border cooperation as a parallel measure to ESIF/IPA Flagships investments...)

The project ADRIANCYCLETLOUR has been labelled within Pillar 2 (Transport sub-group) and Pillar 4 (Tourism) and has been selected as cross-pillar projects eligible for being funded by the (EC) Facility Point Plus.