

**Second joint meeting between the EUSAIR Pillar Coordinators and  
the Monitoring Committee of the ADRION Programme**

**Supporting document**



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## 1. Preface

On occasion of the first “Joint meeting between the Pillar Coordinators and the Monitoring Committee of the ADRION Programme” held in Brussels on 7 February 2017, the MA/JS were asked to “*perform a preliminary assessment of inputs provided by the PCs and indicate if additional information is needed. Feedback on the inputs should provide a basis for discussions about the focus that 2nd call can have*”<sup>1</sup>.

The present document would contribute to stimulate the exchange of views between the EUSAIR Pillar Coordinators and the ADRION Monitoring Committee (MC) representatives in view of the design of the ADRION 2<sup>nd</sup> call for proposals the ADRION MC shall define in the future months.

More specifically, the document intends to:

- a. Provide an overview on the steps ahead performed by the EUSAIR Thematic Steering Groups (TSGs) in fine-tuning the initial indicative actions included in the EUSAIR Action Plan;
- b. Provide a detailed overview on the ADRION first call for proposals appraisal;
- c. Present a preliminary analysis on the matching between TSGs fine-tuned indicative actions and the ADRION recommended for funding proposals;
- d. Provide considerations and inputs for discussion based on the performed analysis and start the discussion on how to establish valuable and efficient cooperation with regard to projects monitoring, and further support due to the non-perfect alignment of ADRION and EUSAIR.

Finally, the present document refers and somehow responds the EU COM “*Working paper regarding the establishment of a sustained dialogue between the EUSAIR and the ESIF programmes. Labelling and funding EUSAIR projects*”.

## 2. Matching between ADRION and EUSAIR indicative actions

The ADRION Cooperation Programme has been drafted taking into account the EUSAIR Action Plan: the cornerstones for the selection of ADRION Thematic Objectives and Investment Priorities include “*the complementarity with the EUSAIR and other EU macro-regional strategies, regional and thematic programmes*”. Additionally, each Specific Objective, in its “*guiding principles for the selection of operations*”, includes “*the relevance and coherence of the project with the EUSAIR strategy and the contribution to the achievement of its objectives*”.

In order to support beneficiaries with an appropriate understanding of the links between EUSAIR and ADRION indicative actions, and as the alignment between the two is not comprehensive, the ADRION Programme Manual of the first call for proposals includes two annexes devoted to a) the alignment between ADRION indicative actions and those of EUSAIR, and b) the alignment between EUSAIR indicative actions and those of ADRION (see Annexes 1 and 2).

## 3. EUSAIR TSGs fine-tuning of indicative actions

The EUSAIR TSGs have worked on the fine-tuning of the proposed EUSAIR indicative actions.

The TSGs have adopted their own approach and methodology in carrying out this exercise.

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<sup>1</sup>From the minutes of the meeting drafted by EU COM.

With reference to the request reported in the preface of this document, ADRION MA/JS have analysed the documentation provided by the TSGs and have elaborated it using as starting point the Programme Manual alignment tables mentioned in the previous chapter in order to highlight the changes<sup>2</sup>.

The exercise has focused on the analysis of indicative actions, without taking into consideration already identified potential projects or specific geographical areas of intervention.

The table in the following pages shows, from left to right, the fine-tuning process: themes, topics and indicative actions as reported in the EUSAIR Action Plan, the TSGs fine-tuning exercise and, in the last right column, evidences with alignment with ADRION.

Indicative actions highlighted in grey are those not selected by the TSGs.

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<sup>2</sup>EUSAIR topic 2.3 devoted to energy networks has not been taken into consideration.

| Pillar                  | Topic   | EUSAIR indicative actions in the Action Plan   | EUSAIR TSGs fine-tuning  | Alignment with ADRION (Y/N) |
|-------------------------|---|--|--|-----------------------------|
| Pillar 1<br>Blue Growth | Topic 1<br><i>Blue technologies</i>                           | • R&D&I platforms on green sea mobility, deep sea resources, biosecurity and biotechnologies | • R&D&I platforms on green sea mobility, deep sea resources, biosecurity and biotechnologies | Y                           |
|                         |   | • Macro-regional cluster development   | • Macro-regional cluster development   | Y                           |
|                         |   | • <i>Researchers mobility</i>  |  | Y                           |
|                         |   | • <i>Improving access to finance and promoting start-ups</i>                                 |  | Y                           |
|                         | Topic 2<br><i>Fisheries and aquaculture</i>                   | • Scientific cooperation on fisheries and fish stocks  | • Scientific cooperation on fisheries and fish stocks  | Y                           |
|                         |   | • Diversification and profitability of fisheries and aquaculture                             | • Diversification and profitability of fisheries and aquaculture                             | Y                           |
|                         |   | • R&D platform for seafood   | • R&D platform for seafood   | Y                           |
|                         |   | • <i>Sustainable management of fisheries</i>   |  | N                           |
|                         |   | • <i>EU compliance and common standards and practices</i>                                    |  | Y                           |
|                         |   | • <i>Developing skills</i>   |  | Y                           |
|                         |   | • <i>Marketing of seafood products</i>   |  | Y                           |
|                         | Topic 3<br><i>Maritime and marine governance and services</i> | • Governance of maritime space   | • Governance of maritime space   | Y                           |
|                         |   | • <i>Institutional capacity to harmonise standards and regulations</i>                       |  | Y                           |
|                         |   | • <i>Data and knowledge sharing</i>  |  | Y                           |
|                         |   | • <i>Maritime skills</i>   |  | Y                           |
|                         |   | • <i>Citizen and business awareness and involvement</i>                                      |  | N                           |
|                         | NEW Cross-cutting themes                                      |  | • Capacity building  | Y                           |

| Pillar   | Topic   | EUSAIR indicative actions as in the Action Plan   | EUSAIR TSGs fine-tuning  | Alignment with ADRION (Y/N) |
|--|---|---|--|-----------------------------|
|  |   |   | <ul style="list-style-type: none"> <li>Blue skills development</li> </ul>  |                             |
| <b>Pillar 2</b><br><b>Connecting the regions</b> | <b>Topic 2.1</b><br><b>Maritime transport</b>                               | <ul style="list-style-type: none"> <li>Improving and harmonizing traffic monitoring and management</li> </ul>   | <ul style="list-style-type: none"> <li>Improving and harmonizing traffic monitoring and management</li> </ul>  | <b>Y</b>                    |
|  |   | <ul style="list-style-type: none"> <li>Developing ports, optimizing port interfaces, infrastructures and procedures/operations</li> </ul>   | <ul style="list-style-type: none"> <li>Developing ports, optimizing port interfaces, infrastructures and procedures/operations</li> </ul>  | <b>Y</b>                    |
|  |   | <ul style="list-style-type: none"> <li><i>Clustering port activities/services</i></li> </ul>  |  | <b>N</b>                    |
|  | <b>Topic 2.2</b><br><b>Intermodal connections to the hinterland.</b>        | <ul style="list-style-type: none"> <li>Developing the Western Balkans comprehensive transport network</li> </ul>  | <ul style="list-style-type: none"> <li>Developing the Western Balkans transport network</li> </ul> <p>Supporting the TEN-T extension (Networks and Corridors) to the WB - taking into account the so-called "Berlin process" - by identifying and developing infrastructures aimed at complementing the networks with intermodal and strategic links improving the connectivity in the Adriatic Ionian Region.</p> | <b>Y</b>                    |
|  |   | <ul style="list-style-type: none"> <li>Developing motorways of the sea</li> </ul>   | <ul style="list-style-type: none"> <li>Developing motorways of the sea</li> </ul> <p>Identifying transnational IT tools for tracking and tracing of ITUs using MoS in the Adriatic Ionian Region, supporting intermodality through its integrated with inland terminals and port / inland operators and improving last mile connections</p>  | <b>Y</b>                    |
|  | <ul style="list-style-type: none"> <li>Cross-border facilitation</li> </ul> | <ul style="list-style-type: none"> <li>Cross-border facilitation</li> </ul> <p>Adoption of common standardized administrative procedures at border crossings (e.g. for security, phytosanitary and custom controls) and implementation of small and target scale investments and joint training programmes.</p> <p>Facilitation and implementation of rail services</p> | <b>Y</b>   |                             |

| Pillar                            | Topic                               | EUSAIR indicative actions in the Action Plan  | EUSAIR TSGs fine-tuning  | Alignment with ADRION (Y/N) |
|-----------------------------------|-------------------------------------|---|--|-----------------------------|
|                                   |                                     |   | (passengers and freight) and simplification of crossing border procedures among Member State and non UE countries  |                             |
|                                   |                                     | <ul style="list-style-type: none"> <li>Improving the accessibility of the coastal areas and Island</li> </ul>                                 |  | Y                           |
|                                   |                                     | <ul style="list-style-type: none"> <li>Railway reform</li> </ul>  | (Merged with cross-border facilitation)  | Y                           |
|                                   |                                     | <ul style="list-style-type: none"> <li>Development of air transport</li> </ul>  |  | N                           |
|                                   |                                     | <ul style="list-style-type: none"> <li>Cross-border facilitation (physical and non-physical investment on specific transport axes)</li> </ul> |  | Y                           |
|                                   | <b>NEW</b> Cross-cutting themes     |   | <p>Removing barriers for the mobilization of cross-border investments in transport networks by the definition of agreements and memorandum of understanding</p> <p>Development of a joint lifelong learning plan, training tools and methodologies</p> | N                           |
| Pillar 3<br>Environmental quality | Topic 3.1<br>The marine environment | a) Threat to coastal and marine biodiversity  | a) Threat to coastal and marine biodiversity   | Y                           |
|                                   |                                     | <ul style="list-style-type: none"> <li>Increasing marine knowledge</li> </ul>   | <ul style="list-style-type: none"> <li>Increasing marine knowledge</li> </ul> <p>(it includes the following indicative actions initially with equal weight to increasing marine knowledge):</p>  |                             |
|                                   |                                     |   | <ul style="list-style-type: none"> <li>Enhancing the network of Marine Protected Areas</li> </ul>  |                             |
|                                   |                                     |   | <ul style="list-style-type: none"> <li>Implementing Maritime Spatial Planning and Integrated Coastal Management</li> </ul>   |                             |
|                                   |                                     |   | <ul style="list-style-type: none"> <li>Exchanging best practices among managing authorities of Marine Protected Areas</li> </ul>   |                             |
|                                   |                                     | <ul style="list-style-type: none"> <li>Enhancing the network of Marine Protected</li> </ul>   |  |                             |

| Pillar | Topic   | EUSAIR indicative actions in the Action Plan  | EUSAIR TSGs fine-tuning   | Alignment with ADRION (Y/N) |
|--------|---|---|---|-----------------------------|
|        |   |   | Areas   |                             |
|        |   |   | <ul style="list-style-type: none"> <li>Increasing marine knowledge</li> </ul> |                             |
|        |   | <ul style="list-style-type: none"> <li>Enhancing the network of Marine Protected Areas</li> </ul>   |   | Y                           |
|        |   | <ul style="list-style-type: none"> <li>Exchanging best practices among managing authorities of Marine Protected Areas</li> </ul>  |   | Y                           |
|        |   | <ul style="list-style-type: none"> <li>Implementing Maritime Spatial Planning and Integrated Coastal Management</li> </ul>  |   | Y                           |
|        |   | b) Pollution of the sea   | b) Pollution of the sea   | Y                           |
|        | <ul style="list-style-type: none"> <li>Implementing a life cycle approach to marine litter</li> </ul> | <ul style="list-style-type: none"> <li>Implementing a life cycle approach to marine litter (with focus on floating litter and micro-litter),<br/><i>(it includes the following indicative actions initially with equal weight to implementing a life cycle approach to marine litter):</i><br/>supporting clean-up programmes in coordination with relevant stakeholders (i.e. fishery); addressing diffuse pollution sources (both land and maritime sources), also from agricultural practices, waste water and solid waste; drafting and implementation of a large-scale pollution Contingency Plan</li> </ul> |   |                             |
|        |   | <ul style="list-style-type: none"> <li>Supporting clean-up programmes (with a focus on floating litter and micro-litter, supporting clean-up programmes in coordination with relevant stakeholders (i.e. fishery); addressing diffuse pollution sources (both land and maritime sources), also from agricultural practices, waste water and solid waste</li> </ul>  |   |                             |

| Pillar                                  | Topic  | EUSAIR indicative actions in the Action Plan   | EUSAIR TSGs fine-tuning  | Alignment with ADRION (Y/N) |
|---|--|--|--|-----------------------------|
|   |  |  | <ul style="list-style-type: none"> <li>Drafting and implementation of a joint contingency plan</li> </ul>  |                             |
|   |  | <ul style="list-style-type: none"> <li>Supporting clean-up programmes</li> </ul>   |  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Drafting and implementation of a joint contingency plan</li> </ul>  |  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Identifying hotspots</li> </ul>   |  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Address diffuse sources</li> </ul>  |  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Ensure prioritisation of investments to reflect the contribution to reducing pollution of the sea</li> </ul>                  |  | N                           |
|   | <b>Topic 3.2<br/>Transnational terrestrial habitats and biodiversity</b> | <ul style="list-style-type: none"> <li>Development of joint management plans for cross-border habitats and ecosystems</li> </ul>                                     | <ul style="list-style-type: none"> <li>Developing joint management plans for transboundary habitats and ecosystems and for managing population level of large carnivores (it merges the second indicative action)</li> </ul> | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Joint population level management plans for large carnivores and awareness raising activities</li> </ul>                      |  |                             |
|   |  | <ul style="list-style-type: none"> <li>Protection and restoration of wetlands and karst fields relevant for the Adriatic Flyway</li> </ul>                           | <ul style="list-style-type: none"> <li>Protection and restoration of wetlands and karst fields relevant for the Adriatic Flyway</li> </ul>   | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Harmonisation and enforcement of national laws</li> </ul>   |  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Awareness-raising activities on implementation and financial aspects of environmentally-friendly farming practices</li> </ul> |  | Y                           |
| <b>Pillar 4<br/>Sustainable tourism</b> | <b>Topic 4.1<br/>Diversified tourism offer (products and services)</b>   | <ul style="list-style-type: none"> <li>Development of sustainable and thematic routes</li> </ul>   | <ul style="list-style-type: none"> <li>Development of sustainable and thematic routes</li> </ul>   | Y                           |
|   |  | <ul style="list-style-type: none"> <li>Fostering Adriatic-Ionian cultural heritage</li> </ul>  | <ul style="list-style-type: none"> <li>Fostering Adriatic-Ionian cultural heritage</li> </ul>  | Y                           |
|   |  | <ul style="list-style-type: none"> <li>“Brand-building of the Adriatic Ionian tourist products/services</li> </ul>   |  | Y                           |

| Pillar | Topic  | EUSAIR indicative actions in the Action Plan   | EUSAIR TSGs fine-tuning  | Alignment with ADRION (Y/N) |
|--------|--|--|--|-----------------------------|
|        |  | <ul style="list-style-type: none"> <li>"Initiative to improve quality for sustainable tourism offer</li> </ul>                                   |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Diversification of the cruise and nautical sectors and enhancement of the yachting sector</li> </ul>      |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Improving accessibility for Adriatic-Ionian tourism products and services'</li> </ul>                     |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Upgrade of Adriatic-Ionian tourism products</li> </ul>  |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Sustainable tourism R&amp;D platform on new products and services</li> </ul>                              | <b>REFORMULATED</b> Improvement of SMEs performance and growth-diversification, R&D  | Y                           |
|        | <b>Topic 4.2</b><br><b>Sustainable and responsible tourism management (innovation and quality)</b> | <ul style="list-style-type: none"> <li>Training and skills in the field of tourism businesses (vocational and entrepreneurial skills)</li> </ul> | <ul style="list-style-type: none"> <li>Training and skills in the field of tourism businesses (vocational and entrepreneurial skills)</li> </ul> | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Expanding the tourist season to all-year round</li> </ul>   | <ul style="list-style-type: none"> <li>Expanding the tourist season to all-year round</li> </ul>   | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Developing network of sustainable tourism businesses and clusters</li> </ul>                              | <ul style="list-style-type: none"> <li>Developing network of sustainable tourism businesses and clusters</li> </ul>                              | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Facilitating access to finance for new innovative tourism start-ups</li> </ul>                            |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Promoting the Region in world markets</li> </ul>  |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Adriatic-Ionian action for more sustainable and responsible tourism</li> </ul>                            |  | Y                           |
|        |  | <ul style="list-style-type: none"> <li>Adriatic Ionian cooperation for facilitating tourist circulation</li> </ul>                               |  | N                           |

Overall, the TSGs exercise has brought to a fine-tuning of the initial indicative actions, reducing those of interest. For example, TSG 1 has not preferred keeping specific indicative actions addressed to the improvement of skills (e.g.: Researchers mobility, Developing and maritime skills in Pillar 1 – Blue Growth); in Topic 3.1 Marine environment, the indicative action - Increasing marine knowledge - frames all the other actions initially having the same weight (Enhancing the network of Marine Protected Areas; Implementing Maritime Spatial Planning and Integrated Coastal Management etc.)

Irrespective the reason behind the adopted choices, the alignment with ADRION is still strong.

*MA/JS consider the analysis not complete without providing a preliminary report on the matching between the afore-identified indicative actions and recommended for funding applications. The analysis also intends to describe the appraisal process of received applications.*

#### **4. Overview on the ADRION first call for proposals<sup>3</sup>.**

On occasion of its 1<sup>st</sup> meeting held on 17-18 November 2015 the ADRION MC decided that the first call for proposals should have been characterised by the following elements:

- Open to all themes included in the three Priority Axes of the Cooperation Programme;
- Have a bottom up approach;
- No limit in the participation of potential applicants;
- Strategic and operational assessment (two-steps process);
- Attribution of an awarding score (up to 5 points) to those applications contributing to the implementation of the EUSAIR strategy.

It is also worth to remind that ADRION Programme borrowed several tools jointly elaborated by INTERACT and other ETC transnational programmes: the application form, the assessment methodology, the assessment grid and the tool for the submission and monitoring the proposals (electronic Monitoring System - eMS) thus to confirm its alignment with other programmes and processes.

Following the MC decisions, ADRION MA/JS have further personalized some tools with regard to the first call design.

##### *4.1 Scoring system*

The appraisal of the project proposals is structured into two steps: strategic and operational assessment. Only those applications which manage to successfully pass the strategic step are then appraised from the operational point of view.

Both steps are structured according to criteria and sub-criteria:

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<sup>3</sup>To draft this chapter of the document, some sections of the ADRION MC document “ADRION Programme - Assessment of the eligible proposals within the first call – overview” have been copied and pasted.

|                               |   |
|-------------------------------|---|
| <b>Strategic assessment</b>   | <i>Criteria</i>   |
|                               | <i>Project's context (relevance and strategy)</i>       |
|                               | <i>Cooperation character</i>                            |
|                               | <i>Partnership relevance</i>                            |
|                               | <i>Project's contribution to programme's objectives</i> |
| <b>Operational assessment</b> | <i>Criteria</i>   |
|                               | <i>Management</i>                                       |
|                               | <i>Communication</i>                                    |
|                               | <i>Work plan</i>  |
|                               | <i>Budget</i>   |

#### 4.2 ADRION appraisal on EUSAIR compliance

As far as the contribution to the EUSAIR is concerned, the MC agreed in attributing an awarding score (up to 5 points) to those applications supporting the implementation of the EUSAIR Action Plan.

The assessment of the compliance with the EUSAIR strategy is performed only if the strategic assessment is positively finalised; the awarding score does not contribute to the overall strategic score but it contributes to the overall final project score.

| <b>Criterion and sub-criterion numbering</b> | <b>Compliance with EUSAIR</b>   |
|--|---|
| 4.1  | <p>Is the project main topic of intervention related to one of the following EUSAIR topics?</p> <p>Blue Growth<br/> <u>Topic 1 - Blue technologies</u><br/> <u>Topic 2 - Fisheries and aquaculture</u><br/> <u>Topic 3 - Maritime and marine governance and services</u></p> <p>Sustainable tourism<br/> <u>Topic 1 - Diversified tourism offer (products and services)</u><br/> <u>Topic 2 – Sustainable and responsible tourism management (innovation and quality)</u></p> <p>Environmental quality<br/> <u>Topic 1 – The marine environment</u><br/> <u>Topic 2 – Transnational terrestrial habitats and biodiversity</u></p> <p>Connecting the region<br/> <u>Topic 1 - Maritime transport</u><br/> <u>Topic 2 - Intermodal connections to the hinterland.</u></p> <p>Are links with the other pillars detected?</p>         |
| 4.2  | <p>Does the project contribute to one or more indicative actions reported under each of the EUSAIR topics?</p> <ol style="list-style-type: none"> <li><u>Blue technologies</u>: all indicative actions;</li> <li><u>Fisheries and aquaculture</u>: all indicative actions with the exception of <i>Sustainable management of fisheries</i>;</li> <li><u>Maritime and marine governance and services</u>: all indicative actions with the exception of <i>Citizen and business awareness and involvement</i>;</li> <li><u>Diversified tourism offer (products and services)</u>: all indicative actions;</li> <li><u>Sustainable and responsible tourism management (innovation and quality)</u>: all indicative actions with the exception of <i>Adriatic Ionian cooperation for facilitating tourist circulation</i>;</li> </ol> |

|                            |  |
|----------------------------|--|
|                            | 6. <u>The marine environment</u> : all indicative actions with the exception of <i>Ensure prioritisation of investments to reflect the contribution to reducing pollution of the sea</i> ;<br>7. <u>Transnational terrestrial habitats and biodiversity</u> :all indicative actions;<br>8. <u>Maritime transport</u> :all indicative actions;<br>9. <u>Intermodal connections to the hinterland</u> : all indicative actions with the exception of <i>Development of air transport</i> . |
| <b>Max score: 5 points</b> |  |

#### 4.3 ADRION appraisal on EUSAIR compliance and EUSAIR labelling process

With reference to the six broad criteria presented in EUSAIR Action Plan (page 4-5) common to all four pillars and further recalled in the EU COM “Working paper regarding the establishment of a sustained dialogue between the EUSAIR and the ESIF programmes. Labelling and funding EUSAIR projects”, namely:

|  |
|--|
| <ol style="list-style-type: none"> <li>1. Address EUSAIR priorities, meet well-substantiated needs and be widely supported;</li> <li>2. Have a transnational, if not macro regional scope or impact;</li> <li>3. Be realistic and credible;</li> <li>4. Build on existing initiatives and have reached a fair degree of maturity;</li> <li>5. Pay attention to the cross-cutting aspects identified in the EUSAIR Action Plan;</li> <li>6. Be coherent and mutually supportive.</li> </ol> |
|--|

it is worth to highlight how they match with those of ADRION to a large extent:

| EUSAIR criteria   | ADRION criteria   |
|---|---|
| 1. Address EUSAIR priorities, meet well-substantiated needs and be widely supported | <b>Criterion No 4</b> - Compliance with EUSAIR<br>Sub criteria No 4.1 and 4.2 “   |
| 2. Have a transnational, if not macro regional scope or impact                      | <b>Criterion No 3</b> - Cooperation Character<br>Sub-criterion No 3.2 a: How well is the need of a transnational approach addressed to the topic? Can the results (or only to some extent) be achieved without transnational cooperation and/or does the transnational cooperation have a significant added value for the partners and territories involved, going beyond the scope of both cross-border cooperation and local initiative?  |
| 3. Be realistic and credible  | <b>Criterion No 5</b> - Work Plan<br>Sub-criterion No 5.3.a: Is the work plan and timing of activities, deliverables and outputs realistic, consistent and transparent? Is the overall project duration realistic to achieve the foreseen outputs? Do activities outside (the Union part of) the programme area clearly benefit the programme area;<br>Sub-criterion No 5.3.b: How well are activities, deliverables and outputs in a logical time-sequence?<br>Sub-criterion No 5.3.c: How well is the distribution of tasks among partners appropriate to their respective expertise (e.g.: sharing of tasks is clear, logical, in line with partners’ role in the project, etc.)?<br>5.3.d: is the time plan realistic and have any potential difficulties (contingencies) been correctly assessed?<br><b>Criterion No 3.3</b> —project’s contribution to programme’s objectives, expected results and outputs<br>Sub-criterion No 3.3.d: are project main outputs |

|   |   |
|---|---|
|   | <p>durable?(i.e.: the proposal is expected to provide a significant and durable contribution to solving the challenges targeted)? If not, they are justified. To which extent are project main outputs replicable by other organizations/regions/countries outside of the current partnership (transferability)? If not, they are justified.</p>  |
| <p>4. Build on existing initiatives and have reached a fair degree of maturity</p>        | <p><b>Criterion No 3.1</b> - Project's context<br/> Sub-criterion 3.1.a: How well does the project make use of available knowledge and builds on existing results and practices in the thematic domain addressed? Whenever applicable, reference shall be made to previous project experiences under ETC or any other financing instruments.</p> <p><b>Criterion No 3.2</b> - Cooperation character<br/> Sub-criterion 3.2.b: How well the project demonstrates new solutions that go beyond the existing practice in the sector/programme area/participating countries or adapts and implements already developed solutions?</p> |
| <p>5. Pay attention to the cross-cutting aspects identified in the EUSAIR Action Plan</p> | <p><b>Criterion No 4</b>- Compliance with EUSAIR</p>  |
| <p>6. Be coherent and mutually supportive</p>   | <p><b>Criterion No 4</b>- Compliance with EUSAIR</p>  |

#### 4.4 Assessment methodology

Overall, the ADRION programme appraisal is based on the following principles:

- a) The assessment is based on the quality of the proposals;
- b) If an application is of good quality, it can benefit of an additional awarding score (EUSAIR compliance);
- c) A proposal can be recommended for funding if it complies with requirements related to letter a) only.

Each eligible proposal is assessed twice, by the Joint Secretariat (JS) and by external experts (EE).

EE have been selected following the publication of an expression of interest published in May 2015 which mobilised 183 experts mainly coming from the programme area<sup>4</sup>. 19 EE have been involved in the assessment process.

Each expert could submit its candidature in not more than 2 Specific Objectives.

Both JS member and EE ensure:

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<sup>4</sup>The selection criteria, as reported in the expression of interest were:

- University degree;
- At least five years of professional experience after the university degree acquired in positions related up to 2 Specific Objectives;
- Good understanding of the Adriatic Ionian cooperation area and its challenges;
- Good understanding of Cohesion Policy and European Territorial Cooperation (Interreg) with a focus on transnational cooperation and/or international cooperation;
- Proven track record in similar work (i.e.: assessing applications of ETC or applications under programmes directly managed by the European Commission or international funding programmes, and of applying scoring system and making recommendations for selection);
- Be independent from projects partners and/or future project implementation;
- Be fluent in speaking, reading and writing in English (at least C1 level or equivalent);
- Be computer literate.

- a) An individual appraisal of each project proposal;
- b) An exchange of view on the results of the appraisals per project proposals, especially if they differ each other, if specific aspects have/have not been taken into due account and if some criterion do not reach the threshold score.

More importantly, during this phase the assessors also have the chance to confront themselves to which extent the project proposal should be assessed, i.e.: to assess it either from the strategic and operational point of view or according to the former only.

As the two proposal assessments cannot have an overall diverging score of more than 5 points, the peer review play a key role.

- c) A revision of the evaluation following letter b).

In case of persistent diverging opinions, a third evaluation of the proposal is performed by a different EE.

### 5. ADRION proposed for funding applications

The MA/JS have recommended for funding 24 applications distributed per Priority Axes according to the table below. Additionally, the MA would further recommend for funding additional applications which got a positive assessment but require an additional allocation of funds to that specific Priority Axis than initially planned.

| Priority Axis | Applications recommended for funding | Additional applications proposed for funding by MA |
|---------------|--------------------------------------|--|
| 1             | 7                                    | 6  |
| 2             | 11                                   |  |
| 3             | 6                                    |  |
| <b>TOTAL</b>  | <b>24</b>                            | <b>30</b>  |

Allrecommended for funding applications show links with EUSAIR even if with different intensity:

|                           | Average score attributed of EUSAIR criterion | Maximum score that can be attributed to the EUSAIR criterion |
|---------------------------|--|--|
| <b>Priority Axis No 1</b> | 3,65   | 5  |
| <b>Priority Axis No 2</b> | 3,63   | 5  |
| <b>Priority Axis No 3</b> | 3,86   | 5  |

The provided data highlight:

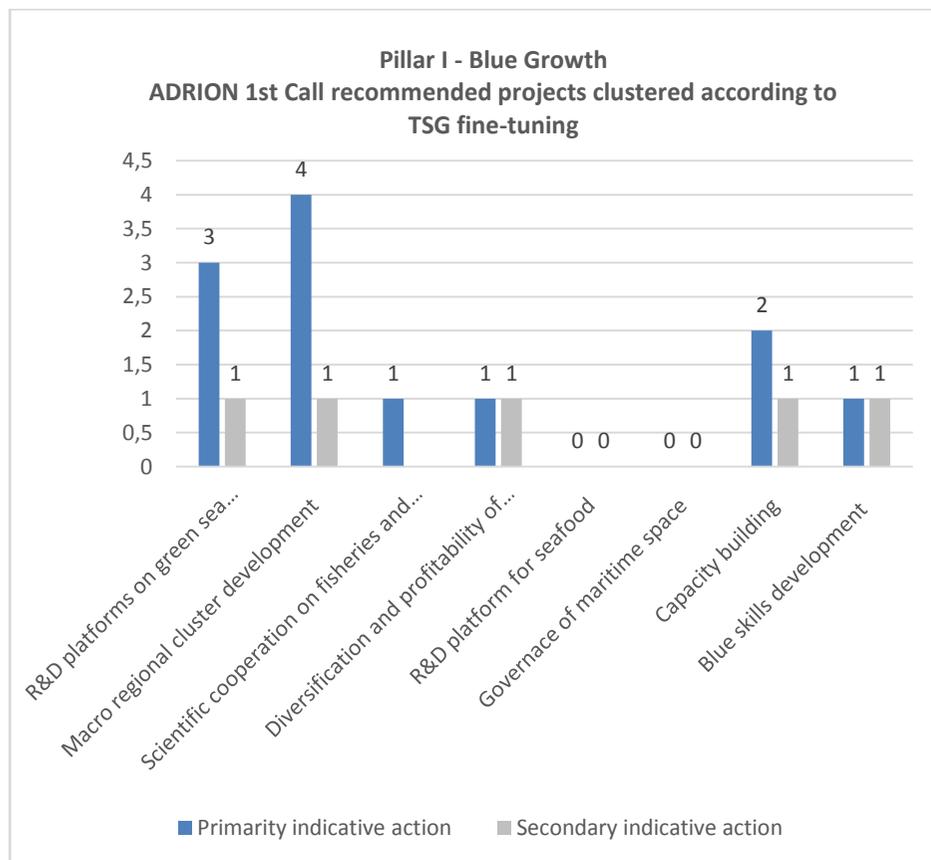
- Links between EUSAIR and ADRION have been identified in all proposals irrespective the chosen Priority Axis and Specific Objectives;
- Contribution to topics and indicative actions of the EUSAIR Action Plan is widespread in all the ADRION geographical area;
- All strategically assessed operations have evident links with topics and indicative actions of the EUSAIR Action Plan, thus confirming the tuning between ADRION and EUSAIR.

#### *5.1 ADRION first call for proposals –matching between recommended for funding applications and TSGs fine tuning process.*

ADRION MA/JS have matched the TSGs selected indicative actions with those of ADRION recommended for funding applications<sup>5</sup>. The analysis has been performed both on the proposals recommended for funding and those proposed for funding by the MA in accordance with the document sent by the MA to the MC on 26 April 2017. The proposed graphs also highlight the multi-themes approach characterising many of the recommended for funding applications.

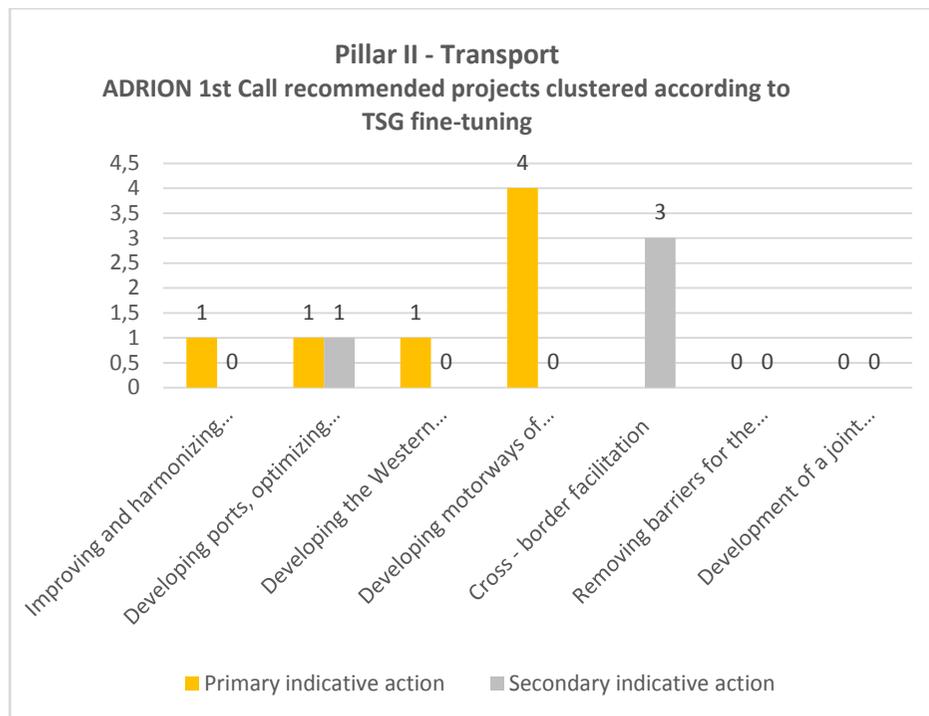
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<sup>5</sup> As the present document is drafted before the ADRION MC decision, outcomes are to be considered as provisional.



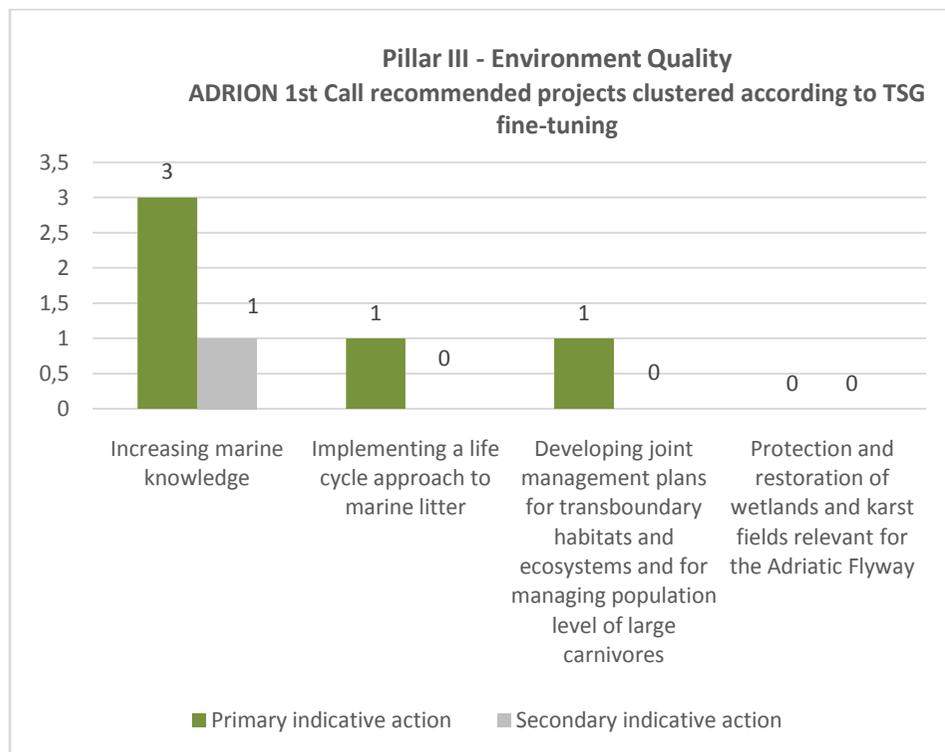
| TSG selected indicative actions  | ADRION contribution 1 <sup>st</sup> call |
|--|--|
| R&D&I platforms on green sea mobility, deep sea resources, biosecurity and biotechnologies | ✓  |
| Macro-regional cluster development   | ✓  |
| Scientific cooperation on fisheries and fish stocks  | ✓  |
| Diversification and profitability of fisheries and aquaculture                             | ✓  |
| R&D platform for seafood   | ✓  |
| Governance of maritime space   | ✗  |
| Cross cutting theme – capacity building  | ✓  |
| Cross cutting theme – blue skills development  | ✓  |

As far as the EUSAIR Pillars 1 is concerned, all recommended applications contribute to the implementation of the TSG selected indicative actions with the exception of *R&D platform for seafood* and *Governance of maritime space*. ADRION also contributes to the newly TSG identified cross-cutting themes.



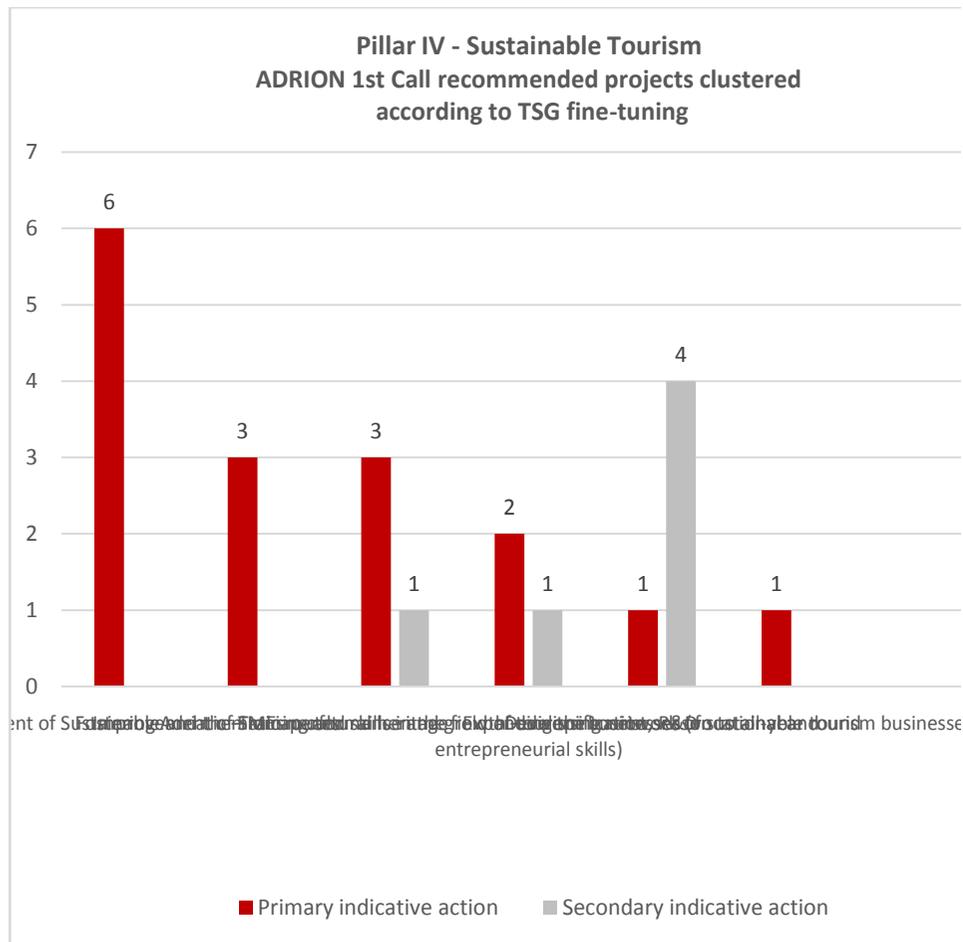
| TSG selected indicative actions  | ADRION contribution 1 <sup>st</sup> call |
|--|--|
| Improving and harmonizing traffic monitoring and management  | ✓  |
| Developing ports, optimizing port interfaces, infrastructures and procedures/operations  | ✓  |
| Developing the Western Balkans transport network   | ✓  |
| Developing motorways of the sea  | ✓  |
| Cross-border facilitation  | ✓  |
| <b>Cross-cutting theme</b><br>Removing barriers for the mobilization of cross-border investments in transport networks by the definition of agreements and memorandum of understanding | ✗  |
| <b>Cross-cutting theme</b><br>Development of a joint lifelong learning plan, training tools and methodologies  | ✗  |

As far as the EUSAIR Pillars 2 is concerned, all recommended applications contribute to the implementation of the TSG selected indicative actions. No matching with the newly proposed TSG cross-cutting themes has been detected: the first one in particular – signature of agreements and memorandum of understanding – should be one of the outputs of the funded applications(not necessarily linked to the mobilisation of investments).



| TSG selected indicative actions   | ADRION contribution 1 <sup>st</sup> call |
|---|--|
| Increasing marine knowledge   | ✓  |
| Implementing a life cycle approach to marine litter   | ✓  |
| Developing joint management plans for transboundary habitats and ecosystems and for managing population level of large carnivores | ✓  |
| Protection and restoration of wetlands and karst fields relevant for the Adriatic Flyway  | ✗  |

As far as EUSAIR Pillar 3 is concerned – that can be linked to the Specific Objective 2.2 of ADRION Priority Axis 2, - ADRION recommended applications contribute to the identified indicative actions with the exception of *Protection and restoration of wetlands and karst fields relevant for the Adriatic Flyway*.



| TSG selected indicative actions  | ADRION contribution 1 <sup>st</sup> call |
|--|--|
| Development of sustainable and thematic routes   | ✓  |
| Fostering Adriatic-Ionian cultural heritage  | ✓  |
| <b>REFORMULATED</b> Improvement of SMEs performance and growth-diversification, R&D (former <i>Sustainable tourism R&amp;D platform on new products and services</i> ) | ✓  |
| Training and skills in the field of tourism businesses (vocational and entrepreneurial skills)   | ✓  |
| Expanding the tourist season to all-year round   | ✓  |
| Developing network of sustainable tourism businesses and clusters  | ✓  |

As far as EUSAIR Pillar 4 is concerned – that can be linked to the Specific Objective 2.1 of ADRION Priority Axis 2 –all ADRION recommended applications contribute to the identified TSG indicative actions.

## 6. Overall considerations in view of the design of the 2nd call for proposals

The analysis provided in the previous chapters suggests the following elements for further considerations having regard to the EUSAIR activities:

1. **EUSAIR TSGs have performed a fine-tuning exercise:** identified indicative actions still encompass several themes, in a certain way understandable due to their extent; in some cases the fine-tuning exercise has brought a merging of some indicative actions, thus making void the goal of the exercise. TSG of the Environmental Pillar has tried to do a step ahead, starting the identification of potential sources of funding;
2. The EU COM **Working paper regarding [...] the labelling and funding of EUSAIR projects** seems indirectly identifying – through the proposed pre-screening criteria, and in particular criterion b) “*have a transnational, if not macro-regional scope or impact*” - **the central role of ADRION in supporting EUSAIR**; ADRION limited financial resources constitute, however, a severe limit.
3. The fine-tuning exercise seems being characterized by the general assumption “everything is important”; having regard to the previous points, the TSGs should consider the possibility of:
  - a) **prioritizing the newly identified themes** having regard to their potential cascade effects on other topics and/or planned/ongoing investments and/or national/regional economies;
  - b) identifying an effective **set of funding sources**.

With reference to point 3 above and in order to optimize the TSGs work, EUSAIR and/or ADRION (in view of the 2<sup>nd</sup> call for proposals) could **explore the possibility of involving the EU COM Knowledge Centre for Territorial Policies (KCTP)** <https://ec.europa.eu/jrc/en/territorial-policies/themes>: according to what proposed on its web page “*The KCTP will approach the analysis of selected policy relevant topics by firstly looking at their territorial (regional and urban) dimension and will progressively quantify inter-sectoral relationships to evaluate trade-offs and elaborate possible scenarios of developments and KCTP acquires more functionalities and following stakeholders' requirements*”<sup>6</sup>.

<sup>6</sup>Targeted support has been provided to the Danube macro regional strategy through “*Data Infrastructures in Support of Macro-Regional Development. Experiences and Lessons Learned from the Danube Region*”.

As an alternative, a **foresight analysis** on the programme area aimed at identifying and selecting the most promising topics requiring transnational cooperation activities could be performed (either at EUSAIR or ADRION level) by external experts.

The resulting matching (EUSAIR selected indicative actions and outcomes of the study) would support not only the MC decision with regard to the 2<sup>nd</sup> call for proposals, but would also support ADRION and EUSAIR further decisions in the medium-long period as well as the preparation of an adequate strategy in relation to the discussion on the future of cohesion policy.

The following considerations should be taken into account from the side of the ADRION programme:

1. The **ADRION programme has proved an effective support to EUSAIR**; the bottom up approach of the 1st call for proposals offers several inputs for reflections (e.g.: having regard to the selected themes, partners involved, geographical areas affected etc.);
2. Overall figures of the 1<sup>st</sup> call for proposals provided to the MC show, however, **that submitted applications suffer from several weaknesses mainly related to their strategic quality**: MA/JS propose the MC its willingness to organize targeted seminars not only addressed to the project cycle management but also on future thematic topics, thus to optimise efforts of potential beneficiaries. TSGs representatives are also invited to participate to these events.
3. Discussion and contribution to the design of the 2<sup>nd</sup> call for proposals must take into account some programme technical requirements, in particular the **decommitment risk**: timing is important.
4. The EU COM **“Working paper regarding the establishment of a sustained dialogue between the EUSAIR and the ESIF programmes. Labelling and funding EUSAIR projects** focuses its attention while drafting the **“principles underpinning the labelling process”** on candidate projects. The definition “candidate projects” is not clear (does it refer to projects still to be funded? to applications which submitted a potential candidature to the attention of one of the EUSAIR TSGs? to all funded applications that are – in principle - to be considered as candidate projects?). Additionally, the situation depicted in this document seems partially matching with what reported in the EU COM document at page 6 *“Dialogue meeting could also allow managing authorities to point out to projects, already selected (and funded) by their programmes, which they deem will contribute to EUSAIR objectives. These projects could then be screened by the relevant TSG which may decide to grant them (ex post) the EUSAIR label”*.

## **7. Moving ahead – from projects funding to projects implementation**

Finally, MA/JS would like to take the opportunity of this second joint meeting between the Pillar Coordinators and the ADRION MC to propose a step ahead, moving from projects funding to their implementation.

Following the MC decision for funding and with reference to the inputs for reflections reported in the previous chapter, cooperation with EUSAIR would also be envisaged with regard to:

- Eventual labelling of already funded operations and consequent information to ADRION programme bodies;
- Added value for operations being labelled by EUSAIR;
- MA/JS communication on EUSAIR labelled projects performance.

More in general, with the intention to start a more comprehensive and wide-ranging discussion, EUSAIR and ADRION should exchange views on how to promote funded and good performing operations outside the ETC context to:

- Encourage and facilitate synergies with other sources of funding for operations follow up or spin-off;
- Promote outputs and use of produced data in a useful and proactive way (reference to the European Marine Observation and Data Network (EMODnet)<sup>7</sup>);
- Contribute to the achievement of programme results.

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<sup>7</sup>It consists of more than 160 organisations assembling marine data, products and metadata to make these fragmented resources more available to public and private users relying on quality-assured, standardised and harmonised marine data which are interoperable and free of restrictions on use. EMODnet is currently in its third development phase with the target to be fully deployed by 2020.

## Annex 1 – Alignment between EUSAIR indicative actions and ADRION programme

| EUSAIR indicative actions aligned with ADRION programme |  |   |
|---|--|---|
| Pillar 1<br>Blue Growth                                 | <u>Topic 1.1</u><br><u>Blue technologies</u>         | <p><b>Action - R&amp;D&amp;I platforms on green sea mobility, deep sea resources, biosecurity and bio-technologies:</b> to boost blue technologies in the Region, there is a need to develop macro-regional research &amp; development &amp; innovation platforms on selected themes of relevance. The most promising themes are green sea mobility, deep sea resources (including the development of unmanned marine vehicles), bio-security and blue bio-technologies.</p> <p><b>Action - Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.</p> <p><b>Action - Researchers mobility:</b> to promote “brain circulation” amongst research institutes/academies and companies as a condition for developing macro-regional cooperation in the field of blue technologies.</p> <p><b>Action - Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.</p>  |
|   | <u>Topic 1.2</u><br><u>Fisheries and aquaculture</u> | <p><b>Action - Scientific cooperation on fisheries and fish stocks:</b> Supporting regular assessment of shared fish stocks in the Adriatic and Ionian Seas and evaluating main elements for sustainable management of fisheries are important for strategic decisions in the sector. These assessments require increasing scientific cooperation and capacities. Existing frameworks of cooperation<sup>10</sup> should be more extensively used.</p> <p><b>Action - Sustainable management of fisheries:</b> Multiannual fishery management plans are crucial for sustainable fisheries. In order to become useful and powerful instruments, these plans should be combined with economic impact assessment and established in close cooperation between the different areas at national or international level.</p> <p><b>Action - EU compliance and common standards and practices:</b> In the fields of both fisheries and aquaculture, efforts are needed to develop and apply common standards and practices. Compliance with the EU <i>acquis</i> in these sectors and alignment to common standards are needed for sustainable fishery management and sustainable aquaculture, as well as for implementation of the Common Fisheries Policy. Establishment of thematic EU compliance networks may help to increase awareness among fishermen and public authorities, as well as sharing of data, exchange of experiences and best practice, and capacity building.</p> <p><b>Action - Diversification and profitability of fisheries and aquaculture:</b> Sustainable and profitable fisheries and aquaculture require strengthened stakeholder involvement in the overall management, as well as improved and diversified activities. With regard to aquaculture, this may also imply developing tools for proper site management, environmental monitoring and improving quality schemes.</p> <p><b>Action - R&amp;D platform for seafood:</b> Seafood-related R&amp;D and internationalization of existing seafood clusters are critical to increasing the added value of fisheries and aquaculture products. Actions include research aiming at improving productivity, quality and environmental sustainability of aquaculture (including offshore aquaculture), as well as at increase the industry's ability to respond to market needs and to diversify its offer (new species).</p> |

| EUSAIR indicative actions aligned with ADRION programme |  |  |
|---|--|--|
|   |  | <p><b>Action - Developing skills:</b> Professional skills and competencies are needed as well as higher capacity to develop them. This action focuses on promoting and strengthening networks of academies and training institutes aiming to develop specific educational and (joint) training programs for fishermen and aquaculture farmers on innovative fishing and aquaculture techniques and safety at work.</p> <p><b>Action - Marketing of seafood products:</b> Communication and customer awareness on quality and origin of seafood products are critical to creating added value throughout the fisheries and aquaculture value chains in the Region. This involves development of market intelligence to ensure that marketing and processing of fisheries and aquaculture products in the Region are clear (labelling, traceability and certification), efficient and in full compliance with applicable rules, as well as organisation of and participation in relevant fairs.</p>  |
|   |  | <p><b>Not aligned EUSAIR action with ADRION programme:</b></p> <p><b>Sustainable management of fisheries:</b> Multiannual fishery management plans are crucial for sustainable fisheries. In order to become useful and powerful instruments, these plans should be combined with economic impact assessment and established in close cooperation between the different areas at national or international level</p>   |
|   | <u>Topic 3</u>                                     | <p><b>Action - Governance of maritime space:</b> Proper joint governance of the maritime space provides an important framework for a sustainable and transparent use of maritime and marine resources. This will include supporting the implementation of the new Directive on Maritime Spatial Planning (through coordinated planning) and may imply adopting clearer legal frameworks for exploiting deep-sea water and marine mineral resources.</p> <p><b>Action - Institutional capacity to harmonise standards and regulations:</b> This action aims at improving the quality of public services and improving governance mechanisms for international cooperation. In a wide range of sectors (e.g. fishery policy, maritime spatial planning, integrated coastal management), the development of common understandings and harmonised standards and regulations as well as sharing of best practices are needed. This requires institutional capacity of the involved public bodies and stakeholders.</p> <p><b>Action - Data and knowledge sharing:</b> This action aims at improving the evidence base for policy and decision-making in the Region. Sharing data and knowledge among public bodies in the Region can increase the efficiency of the public administration (e.g. by avoiding duplication of monitoring or data collection efforts) and increase their capacity to seize opportunities or react to challenges which can be detected earlier if data and information is shared and analysed across countries.</p> <p><b>Action - Maritime skills:</b> Working in the maritime sectors requires skills and increasingly specialised professional profiles and expertise. This actions aims at improving the levels of skills in the Region, e.g. by strengthening networks of academics, training organisations and professional organisations in the maritimesector.</p> |
|   | <u>Maritime and marine governance and services</u> |  |
|   |  | <p><b>Not aligned EUSAIR action with ADRION programme:</b></p> <p><b>Action - Citizen and business awareness and involvement:</b> This action aims at promoting citizen and business awareness regarding blue economy, new technologies, fisheries and aquaculture.</p>  |

| EUSAIR indicative actions aligned with ADRION programme |  |  |
|---|--|--|
| Pillar 2<br>Connecting the region                       | <u>Topic 2.1</u><br><u>Maritime transport</u>                        | <p><b>Action - Clustering port activities/services throughout the region:</b> Following the example of the existing NAPA cooperation agreement, harmonising the ports processes through a common ITS (Intelligent Transport System) would attract traffic that is now avoiding the Region.</p> <p><b>Action - Improving and harmonising traffic monitoring and management:</b> Strengthening and securing frequent exchange of information between coastal countries through the development of a Common Adriatic-Ionian Vessel Traffic Monitoring and Information System (by building on existing regional exchange of Automated Identification of Ships data and Ship Mandatory Reporting system, i.e. ADRIREP), will improve safety and security of maritime traffic in the region.</p> <p><b>Action - Developing ports, optimising port interfaces, infrastructures and procedures/operations:</b> Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should favour development of combined infrastructure (trade, procedures, movement of goods information systems, structures, vehicles and operations), improving links to the mainland and emphasising the supply chain of goods.</p>   |
|   | <u>Topic 2.2</u><br><u>Intermodal connections to the hinterland.</u> | <p>1. all indicative actions with the exception of <i>Development of air transport</i>.</p> <p><b>Action - Developing the Western Balkans comprehensive network:</b> Western Balkans need to prioritise investments on the defined SEETO comprehensive network (railway, inland waterways, nodes and hubs, notably with the motorways of the sea), aimed at promoting sustainable transport in the Region, and to prepare their integration in the Trans-European Network – Transport (TEN-T) network. This implies elaborating integrated planning for infrastructure developments and defining joint roadmaps for investments.</p> <p><b>Action - Improving the accessibility of the coastal areas and islands:</b> Coastal area and island accessibility are mostly affected by tourism seasonality and commercial and passenger maritime transport are not sufficiently developed. This needs to be addressed by exploring new coordinated and market-based options, optimising use of freight and passenger routes and involving private and public stakeholders.</p> <p><b>Action - Developing motorways of the sea:</b> Intermodal transport requires integrated management of the whole logistic chain. Essential elements are, inter alia, improved road and rail infrastructure linking ports with the hinterland and improved infrastructure within a port and ITS solutions.</p> <p><b>Action - Railway reform:</b> Taking measures to expedite progress in <b>railway reform</b>, e.g. transparent non-discriminatory access to rail terminals, in particular in sea and inland ports, introducing a concession approach for infrastructure, with direct cost-oriented track access charges, performance schemes and management contracts for authorised applicants</p> <p><b>Action - Development of air transport:</b> Establishing a dialogue amongst stakeholders on regional flight connections aiming to develop better links within the Region and to optimise year-round regional flights connections with outside destinations.</p> <p><b>Action – Cross-border facilitation:</b> This requires physical and non-physical investments on specific transport axes.</p> <p><b>Not aligned EUSAIR action with ADRION programme:</b></p> <p><b>Action - Development of air transport:</b> Establishing a dialogue amongst stakeholders on regional flight connections aiming to develop better links within the Region and to optimise year-round regional flights connections with outside destinations</p> |
|   | <u>Topic 2.3</u><br><u>Energy networks</u>                           | <b>Not aligned with ADRION Programme</b>   |

| EUSAIR indicative actions aligned with ADRIION programme |   |  |
|--|---|--|
| Pillar 3<br>Environmental<br>quality                     | <p><u>Topic 3.1</u><br/><u>The marine environment</u></p> | <p>2. all indicative actions with the exception of <i>Ensure prioritisation of investments to reflect the contribution to reducing pollution of the sea</i>;</p> <p><b>1. Threat to coastal and marine biodiversity</b></p> <p><b>Action - Increasing marine knowledge:</b> To ensure a sound basis for actions related to Maritime Spatial Planning (MSP), Integrated Coastal Management (ICM) and implementation of the Marine Framework Strategy Directive, it is important for the Region to:</p> <ul style="list-style-type: none"> <li>- Make an inventory of marine biodiversity and detailed habitat mapping in coastal and offshore areas</li> <li>- Agree on a common approach to be applied across the Adriatic and Ionian sea basin for monitoring diversity descriptors on the status of the marine environment the two seas, and for determining Good Environmental Status indicators and targets</li> <li>- Establish a common infrastructure platform in terms of data collection, marine research, lab analysis through common survey programs, research vessels and laboratories</li> <li>- Develop a Web-GIS Observatory Network to gather and process geographical and statistical data related to sustainable development and the marine environment.</li> </ul> <p><b>Action - Enhancing the network of Marine Protected Areas:</b> By possible designation of new areas in coordination with the process of designation of Specially Protected Areas of Mediterranean Importance under United Nations Environment Programme – Mediterranean Action Plan (UNEP MAP); by establishment of Fisheries Restricted Areas under the General Fisheries Commission for the Mediterranean (GFCM), by completing marine NATURA 2000 network under Birds and Habitats Directives; by designating further protected areas to form a coherent and representative network of MPAs according to the Marine Strategy Framework Directive; and by ensuring their joint or coordinated management, also in relation to maritime spatial planning and integrated coastal management;</p> <p><b>Action - Exchanging best practices among managing authorities of Marine Protected Areas:</b> Aiming to achieve and/or to maintain the Good Ecological Status of marine waters and to preserve biodiversity also by integrating a fishing component in each MPA (e.g. Fishing Protected Areas);</p> <p><b>Action - Implementing Maritime Spatial Planning and Integrated Coastal Management:</b> By ensuring coordination of different projects/initiatives with the frameworks provided by the Maritime Spatial Planning Directive and the Priority Action Plan of UNEP/MAP. The latter plays an important role in supporting ICM by Mediterranean countries and in implementing the ICZM (Integrated Coastal Zone Management) Protocol of the Barcelona Convention.</p> <p><i>b) pollution of the sea</i></p> <p><b>Action - Implementing a life cycle approach to marine litter.</b></p> <ul style="list-style-type: none"> <li>- Establishing a coordinated monitoring system and database on marine litter and marine pollution, including sources and types of litter and pollution and a GIS database on the location and sources of marine litter.</li> <li>- Strengthening collaboration between sectors for the development of new possibilities for marine litter recycling including production of packaging waste and fishing gears to enable recycling;</li> <li>- Preparation of a joint strategy for the assessment, prevention and reduction of marine litter, building on the work of MED POL programme and in line with the Regional Plan of the Barcelona Convention on Marine Litter Management in the Mediterranean, including an economic assessment of the costs and benefits of different options for reducing marine litter, as well as actions intervening at different stages of production, sources, transmission and loss.</li> <li>- Supporting the preventative measures to address Abandoned, Lost or otherwise Discarded Fishing Gear (ALDFG), implementing gear</li> </ul> |

| EUSAIR indicative actions aligned with ADRIION programme   |   |
|--|---|
|  | <p>marking and gear registration, marine spatial management, codes of practice for fishermen.</p> <p><b>Action - Supporting clean-up programmes</b> for both floating and sunken litter, integrating these activities with recycling programmes, and investing in necessary infrastructure.</p> <p><b>Action - Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p> <p><b>Action - Identifying hotspots</b> and investing in reducing emissions of pollutants by realising a Hot Spot Inventory and aiming to depollute the sea.</p> <p><b>Action - Ensure prioritisation of investments to reflect the contribution to reducing pollution of the sea</b> in the catchment area of the Adriatic and Ionian Seas. Aligning existing funding instruments, including funding from the European Regional Development Fund, the Cohesion Fund and the European Agricultural Fund for Rural Development, to support investment in waste management, waste water treatment and environmentally-friendly agricultural practices.</p> <p><b>Action - Address diffuse sources</b> (e.g. nitrates from agriculture) by decreasing fertiliser use and by enhancing the recycling of nutrients through e.g. awareness raising among farmers on the impacts of excessive use of fertilisers, education and training activities on the implementation and financial aspects of environmentally friendly farming practices.</p>   |
|  | <p><b>Not aligned EUSAIR action with ADRIION programme:</b></p> <p><b>Action - Ensure prioritisation of investments to reflect the contribution to reducing pollution of the sea</b> in the catchment area of the Adriatic and Ionian Seas. Aligning existing funding instruments, including funding from the European Regional Development Fund, the Cohesion Fund and the European Agricultural Fund for Rural Development, to support investment in waste management, waste water treatment and environmentally-friendly agricultural practices.</p>   |
| <p><u>Topic 3.2</u><br/><u>Transnational</u><br/><u>terrestrial habitats</u><br/><u>and biodiversity</u></p> | <p><b>Action – Development of joint management plans for cross-border habitats and ecosystems</b>, which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change;</p> <p><b>Action - Joint population level management plans for large carnivores and awareness-raising activities</b>, e.g. developing GIS database of large carnivore habitats to underpin transnational planning, monitoring and management of large carnivore populations and their habitats and identifying needs for developing green infrastructure. Alleviating habitat fragmentation, and supporting awareness-raising activities, targeting the rural population, so as to increase awareness of benefits to be reaped from healthy carnivore populations, notably for species preservation and for marketing areas for eco-tourism.</p> <p><b>Action - Harmonisation and enforcement of national laws</b> with EU legislation, with respect to length and timing of hunting season, list of species which can be hunted, designation of 'no hunting' areas. Protecting migratory birds and other species through awareness-raising and capacity building, including assessing the impact of laws on species and communities. Improving the ability of nature protection authorities and customs officials to enhance enforcement of hunting laws. Awareness raising activities among local populations on the benefits of species preservation, and activities enabling the capitalisation of species preservation, including marketing of areas for eco-tourism;</p> |

| EUSAIR indicative actions aligned with ADRION programme |  |   |
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|   |  | <p><b>Action - Protection and restoration of coastal wetland areas and karst fields</b> relevant for the Adriatic Flyway: Activities to restore wetland areas including restoration of water flows and vegetation, investments in green infrastructure and removal of grey infrastructure; clean-up of sites and investment in waste water treatment.</p> <p><b>Action – Awareness-raising activities on implementation and financial aspects of environmentally-friendly farming practices</b> (e.g. organic farming, agri-environmental measures) complementing restoration and preservation of biodiversity. Coordination should be ensured between actions foreseen at national level through use of the existing networking, coordination and cooperation instruments, such as those under the National Rural Networks and the European Network for Rural Development.</p>   |
| Pillar 4<br>Sustainable tourism                         | <p><u>Topic 4.1</u><br/><u>Diversified tourism offer (products and services)</u></p> | <p><b>Action - “Brand-building of the Adriatic-Ionian tourist products/services”</b>. Gradual establishment of an Adriatic-Ionian brand which would posit the Region as one destination in the eyes of visitors, residents and stakeholders. This strategic approach will only be effective through a brand-building process based on a common identity and strongly collaborative efforts, pooling of joint resources, networking, partnerships in association with an appropriate communication strategy. Overall, the branding exercise should formulate a vision emphasising the clear benefits that improved tourism products/services will bring to both residents and visitors in the Region. In this regard, actors should also explore how to take stock of existing synergies.</p> <p><b>Action – “Initiative to improve quality for sustainable tourism offer”</b>. Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer. In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised.</p> <p><b>Action - “Diversification of the cruise and nautical sectors and enhancement of the yachting sector”</b>. While the cruise and nautical sectors are already operating at a macro-regional level with a strong potential for further growth, local coastal and hinterland economies have not tapped into their full potential. Subsequently, local economies have not developed appropriate ways of managing profitably effects of intensive influx of tourists within a relative short period. By exploring alternative routes and/or business model, linking better the cruise offer to local people and products, unsustainable congestion can be better tackled and the full potential could be better exploited, with more lasting economic benefits for local economies. To secure the support of the local population, such developments should be linked to sustainable transport plans.</p> <p><b>Action - “Sustainable tourism R&amp;D platform on new products and services”</b>. This action focuses on joining forces in the Region among university departments, research centres, innovation and technology transfer networks, together with the business community for development and marketing of new products and services, development of clusters and smart specialisation strategies.</p> <p><b>Action - “Sustainable and thematic tourist routes”</b>. This action focuses on development and branding of macro-regional tourism routes, through mapping and further promoting existing routes, (i.e. cruise, motor bike, walking/hiking, cycling, sailing). In addition, one should also explore creation of new routes building on the assets and diversity of the Adriatic-Ionian Region. This will include developing strategies for attracting new niche markets, especially for cultural, luxury and business tourism. The action should build on knowledge, skills and heritage assets, which would connect and promote lesser-known destinations of the Region.</p> <p><b>Action - “Fostering Adriatic-Ionian cultural heritage”</b>. In order to diversify the Region's profile in the eyes of its visitors and to extend</p> |

**EUSAIR indicative actions aligned with ADRIION programme**

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|  |  | <p>the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process<sup>40</sup> will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p> <p><b>Action - “Improving accessibility for Adriatic-Ionian tourism products and services”.</b> This action is expected to adjust tourism products and services in the Region to the needs of both residents and visitors with special access needs (i.e. senior groups, young people and schools, disabled people, families with low income). By successfully creating a "critical mass" across the Region of 'year-round' accessible destinations, attractions, sights and tourism-related quality services, more tourists can be expected to be attracted while tourism flows could be maintained also in the low season.</p> <p><b>Action - “Upgrade of Adriatic-Ionian tourism products”.</b> The Region has a unique variety of products - especially in agriculture and food processing sector – generated through processes that are unique in the world. Investment opportunities may arise from exploration of new ways of entering the global markets. In addition, labelling and upgrading local products at macro-regional level is likely to result in stronger affiliation with the Region. At the same time development of local products could be an effective economic development tool.</p>   |
|  | <p><u>Topic 4.2</u><br/><u>Sustainable and</u><br/><u>responsible tourism</u><br/><u>management</u><br/><u>(innovation and</u><br/><u>quality)</u></p> | <p>2. all indicative actions with the exception of <i>Adriatic Ionian cooperation for facilitating tourist circulation;</i></p> <p><b>Action - Network of Sustainable Tourism businesses and clusters:</b> Stimulating innovation through interaction between different tourism actors and creation of strong synergies with complementary sectors along the value chain. Useful lessons could be also learnt from applying the Smart Specialisation approach and, in particular, through adapting the Entrepreneurial discovery process, actively involving the private sector in identifying sustainable tourism activities with the most promising potential for growth and for absorbing research outputs.</p> <p><b>Action - Facilitating access to finance for new innovative tourism start-ups:</b> This action would facilitate access to information on funding possibilities for innovative sustainable tourism start-ups, and for SMEs and university spin-offs capitalising on new research results and bringing new products and services into the sector. Establishment of joint ventures and innovation incubators can also boost the Adriatic- Ionian SMEs at an international level. This could be done through European Structural and Investment Funds, COSME programme for the competitiveness of Enterprises and small-medium-sized enterprises, and other relevant funding programmes.</p> <p><b>Action – Promoting the Region in world markets:</b> Improving the promotion of destinations in international key markets is needed for increased tourist flows. More tourists want to discover the rich artistic and monumental heritage of a destination and to discover new places beyond the mainstream attractions of Europe. The attractiveness of the Region could, therefore, be enhanced from common promotion campaigns in key markets<sup>49</sup>. Creating B2B and B2C European platforms would link the Region's business actors among themselves and with customers. This can give the Region a comparative advantage.</p> <p><b>Action - Expanding the tourist season to all year-round:</b> The Action will seek to alleviate seasonality in the Adriatic Ionian, and expand the tourist season. It will promote off-season tourism (such as culture activities, comfortable transport and accommodation), target markets (such as senior and accessible tourism, business and conference tourism, winter tourism, rural tourism) and design a strategy for setting Adriatic-Ionian as an excellent off-season destination.</p> <p><b>Action – Training in vocational and entrepreneurial skills in tourism:</b> Tourism in the Region is experiencing a gap in skills; a lack of</p> |

| EUSAIR indicative actions aligned with ADRION programme |   |
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|   | <p>qualified and skilled labour represents (together with increased competition from other destinations) a main threat for the sector. Tourism entrepreneurship is also in need of strategic information, new learning concepts taking into account new global tourism trends and new management concepts. The action will focus on the need for training for SMEs (including e-training), the creation of an Adriatic-Ionian Observatory on Sustainable Tourism skills, and training for tourism entrepreneurship.</p> <p><b>Action - Adriatic Ionian cooperation for facilitating tourist circulation:</b> Given the current fragmented cooperation at macro-regional level, framework conditions for better overall cooperation in tourism are needed. Common procedures on visas, and nautical licenses valid for visitors wishing to visit a range of Adriatic and Ionian attractions, revising the legislative regime for skippers and recreational boating and establishing stable and simplified legislative and fiscal framework are some of the actions needed for considerably increasing the tourism inflows.</p> <p><b>Action - Adriatic-Ionian action for more sustainable and responsible tourism:</b> This action would include the establishment of an Adriatic-Ionian Charter to encourage sustainable and responsible tourism practices in the Region. It would be based on tested ideas and practices to be easily taken up by the sector actors, and especially the SMEs that form the majority of tourism enterprises. It would promote the use of indicators to measure sustainable development at destination level</p> |
|   | <p><b>Not aligned EUSAIR action with ADRION programme:</b></p> <p><b>Action - Adriatic Ionian cooperation for facilitating tourist circulation:</b> Given the current fragmented cooperation at macro-regional level, framework conditions for better overall cooperation in tourism are needed. Common procedures on visas, and nautical licenses valid for visitors wishing to visit a range of Adriatic and Ionian attractions, revising the legislative regime for skippers and recreational boating and establishing stable and simplified legislative and fiscal framework are some of the actions needed for considerably increasing the tourism inflows.</p>  |

## Annex 2 – Alignment between ADRION and EUSAIR indicative actions

### Priority Axis 1 – Innovative and Smart Region

#### Specific Objective 1.1: Support the development of a regional Innovation system for the Adriatic-Ionian area

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions  |
|---|---|--|
| <p>Establishment of transnational innovation networks in order to visualise possible options for cooperation in the ADRION area, identify relevant sectors of common interest, map existing research and innovation resources, and secure coordination with the EUSAIR, regional and national RIS3 strategies, innovation governance initiatives and competence networks.</p> | <p><b>Blue technologies</b></p>                             | <p><b>R&amp;D&amp;I platforms on green sea mobility, deep sea resources, biosecurity and bio-technologies:</b> to boost blue technologies in the Region, there is a need to develop macro-regional research &amp; development &amp; innovation platforms on selected themes of relevance. The most promising themes are green sea mobility, deep sea resources (including the development of unmanned marine vehicles), bio-security and blue bio-technologies.</p>  |
|   |   | <p><b>Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.</p>   |
|   | <p><b>Fisheries and Aquaculture</b></p>                     | <p><b>Scientific cooperation on fisheries and fish stocks:</b> Supporting regular assessment of shared fish stocks in the Adriatic and Ionian Seas and evaluating main elements for sustainable management of fisheries are important for strategic decisions in the sector. These assessments require increasing scientific cooperation and capacities. Existing frameworks of cooperation should be more extensively used.</p>   |
|   |   | <p><b>R&amp;D platform for seafood:</b> Seafood-related R&amp;D and internationalisation of existing seafood clusters are critical to increasing the added value of fisheries and aquaculture products. Actions include research aiming at improving productivity, quality and environmental sustainability of aquaculture (including offshore aquaculture), as well as at increase the industry's ability to respond to market needs and to diversify its offer (new species).</p>                            |
|   | <p><b>Maritime and marine governance &amp; services</b></p> | <p><b>Governance of maritime space:</b> Proper joint governance of the maritime space provides an important framework for a sustainable and transparent use of maritime and marine resources. This will include supporting the implementation of the new Directive on Maritime Spatial Planning (through coordinated planning) and may imply adopting clearer legal frameworks for exploiting deep-sea water and marine mineral resources.</p>   |
|   |   | <p><b>Data and knowledge sharing:</b> This action aims at improving the evidence base for policy and decision-making in the Region. Sharing data and knowledge among public bodies in the Region can increase the efficiency of the public administration (e.g. by avoiding duplication of monitoring or data collection efforts) and increase their capacity to seize opportunities or react to challenges which can be detected earlier if data and information is shared and analysed across countries.</p> |

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions   |
|---|--|---|
| Analysis of the framework conditions for innovation (legal, financial, administrative, technical, social, cultural and environmental) in order to define the “feasible domain” for innovation in the ADRION area.   | <b>Blue technologies</b>                             | <b>Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.   |
| Development of framework structures related to the consultation on legal, intellectual property, technical and financial issues and provision of related services especially for SMEs (including startups, spin-offs, collaborations), such as the support for Identifying access schemes to financial engineering for proof of concept mechanisms for start-ups.                   | <b>Blue technologies</b>                             | <b>Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.   |
|   | <b>Fisheries and Aquaculture</b>                     | <b>EU compliance and common standards and practices:</b> In the fields of both fisheries and aquaculture, efforts are needed to develop and apply common standards and practices. Compliance with the EU acquis in these sectors and alignment to common standards are needed for sustainable fishery management and sustainable aquaculture, as well as for implementation of the Common Fisheries Policy. Establishment of thematic EU compliance networks may help to increase awareness among fishermen and public authorities, as well as sharing of data, exchange of experiences and best practice, and capacity building. |
| Development of actions for raising competencies/skills of the stakeholders specially focusing on the involvement of partners from candidate and potential candidate countries including education and training concepts for the uptake and diffusion of innovation and circular knowledge management promoting the mobility of Researchers and PhD candidates in the ADRION region. | <b>Blue technologies</b>                             | <b>Researchers mobility:</b> to promote “brain circulation” amongst research institutes/academies and companies as a condition for developing macro-regional cooperation in the field of blue technologies.   |
|   | <b>Fisheries and Aquaculture</b>                     | <b>Developing skills:</b> Professional skills and competencies are needed as well as higher capacity to develop them. This action focuses on promoting and strengthening networks of academies and training institutes aiming to develop specific educational and (joint) training programs for fishermen and aquaculture farmers on innovative fishing and aquaculture techniques and safety at work.  |
|   | <b>Maritime and marine governance &amp; services</b> | <b>Maritime skills:</b> Working in the maritime sectors requires skills and increasingly specialised professional profiles and expertise. This actions aims at improving the levels of skills in the Region, e.g. by strengthening networks of academics, training organisations and professional organisations in the maritime sector.   |
| Development of platforms for knowledge sharing (knowledge innovative communities, data clouds) and creation of functional networks of joint distributed research facilities.  | <b>Fisheries and Aquaculture</b>                     | <b>Scientific cooperation on fisheries and fish stocks:</b> Supporting regular assessment of shared fish stocks in the Adriatic and Ionian Seas and evaluating main elements for sustainable management of fisheries are important for strategic decisions in the sector. These assessments require increasing scientific cooperation and capacities. Existing frameworks of cooperation should be more extensively used.   |

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions   |
|---|--|---|
|   | <b>Maritime and marine governance &amp; services</b> | <b>Data and knowledge sharing:</b> This action aims at improving the evidence base for policy and decision-making in the Region. Sharing data and knowledge among public bodies in the Region can increase the efficiency of the public administration (e.g. by avoiding duplication of monitoring or data collection efforts) and increase their capacity to seize opportunities or react to challenges which can be detected earlier if data and information is shared and analysed across countries.   |
| Development of transnational “quadruple helix” clusters in common interest fields addressing all stages of the innovation cycle, including idea generation, conception and prototyping, transfer, patenting, commercialization, etc.. | <b>Blue technologies</b>                             | <p><b>Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.</p> <p><b>Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.</p>   |
|   | <b>Fisheries and Aquaculture</b>                     | <p><b>R&amp;D platform for seafood:</b> Seafood-related R&amp;D and internationalisation of existing seafood clusters are critical to increasing the added value of fisheries and aquaculture products. Actions include research aiming at improving productivity, quality and environmental sustainability of aquaculture (including offshore aquaculture), as well as at increase the industry's ability to respond to market needs and to diversify its offer (new species).</p> <p><b>Marketing of seafood products:</b> Communication and customer awareness on quality and origin of seafood products are critical to creating added value throughout the fisheries and aquaculture value chains in the Region. This involves development of market intelligence to ensure that marketing and processing of fisheries and aquaculture products in the Region are clear (labelling, traceability and certification), efficient and in full compliance with applicable rules, as well as organisation of and participation in relevant fairs.</p> <p><b>Diversification and profitability of fisheries and aquaculture:</b> Sustainable and profitable fisheries and aquaculture require strengthened stakeholder involvement in the overall management, as well as improved and diversified activities. With regard to aquaculture, this may also imply developing tools for proper site management, environmental monitoring and improving quality schemes.</p> |
|   | <b>Blue technologies</b>                             | <p><b>Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.</p> <p><b>Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.</p>   |
|   |  |   |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
|--|--|--|
|  | <b>Fisheries and Aquaculture</b>                     | <b>Diversification and profitability of fisheries and aquaculture:</b> Sustainable and profitable fisheries and aquaculture require strengthened stakeholder involvement in the overall management, as well as improved and diversified activities. With regard to aquaculture, this may also imply developing tools for proper site management, environmental monitoring and improving quality schemes.   |
|  | <b>Maritime and marine governance &amp; services</b> | <b>Governance of maritime space:</b> Proper joint governance of the maritime space provides an important framework for a sustainable and transparent use of maritime and marine resources. This will include supporting the implementation of the new Directive on Maritime Spatial Planning (through coordinated planning) and may imply adopting clearer legal frameworks for exploiting deep-sea water and marine mineral resources.              |
|  |  |  |
| Development of transnationally designed products, services, investment models and funding support instruments of business support centres, chambers of commerce, public administration and financing institutions.   | <b>Blue technologies</b>                             | <b>R&amp;D&amp;I platforms on green sea mobility, deep sea resources, biosecurity and bio-technologies:</b> to boost blue technologies in the Region, there is a need to develop macro-regional research & development & innovation platforms on selected themes of relevance. The most promising themes are green sea mobility, deep sea resources (including the development of unmanned marine vehicles), bio-security and blue bio-technologies. |
|  |  | <b>Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.  |
|  |  | <b>Improving access to finance and promoting start-ups:</b> boosting blue technologies requires financial resources. Improving access to funding and promoting start-ups for development and testing prototypes or ideas is crucial, as well as supporting business spin-offs from scientific research.  |
|  | <b>Fisheries and Aquaculture</b>                     | <b>Diversification and profitability of fisheries and aquaculture:</b> Sustainable and profitable fisheries and aquaculture require strengthened stakeholder involvement in the overall management, as well as improved and diversified activities. With regard to aquaculture, this may also imply developing tools for proper site management, environmental monitoring and improving quality schemes.   |
| <b>R&amp;D platform for seafood:</b> Seafood-related R&D and internationalisation of existing seafood clusters are critical to increasing the added value of fisheries and aquaculture products. Actions include research aiming at improving productivity, quality and environmental sustainability of aquaculture (including offshore aquaculture), as well as at increase the industry's ability to respond to market needs and to diversify its offer (new species). |  |  |
|  |  |  |
| Development of strategies, schemes and tools for improving creativity and innovative approaches in the whole spectrum of the society including education, social services health, volunteer organisations and social enterprises.  |  | no matching found  |

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions   |
|---|--|---|
| Building up transnational networks for the transfer of knowledge among public administration on technological solutions.  | <b>Maritime and marine governance &amp; services</b> | <b>Institutional capacity to harmonise standards and regulations:</b> This action aims at improving the quality of public services and improving governance mechanisms for international cooperation. In a wide range of sectors (e.g. fishery policy, maritime spatial planning, integrated coastal management), the development of common understandings and harmonised standards and regulations as well as sharing of best practices are needed. This requires institutional capacity of the involved public bodies and stakeholders.   |
|   |  | <b>Data and knowledge sharing:</b> This action aims at improving the evidence base for policy and decision-making in the Region. Sharing data and knowledge among public bodies in the Region can increase the efficiency of the public administration (e.g. by avoiding duplication of monitoring or data collection efforts) and increase their capacity to seize opportunities or react to challenges which can be detected earlier if data and information is shared and analysed across countries.   |
| Facilitating policy learning by integrating also results generated through previous EU initiatives related to innovation and cluster support, for instance the Regions of Knowledge (FP7) that promoted Europe-wide cooperation between public and private research centres, enterprises and authorities and supported regional research-driven clusters. | <b>Fisheries and Aquaculture</b>                     | <b>EU compliance and common standards and practices:</b> In the fields of both fisheries and aquaculture, efforts are needed to develop and apply common standards and practices. Compliance with the EU acquis in these sectors and alignment to common standards are needed for sustainable fishery management and sustainable aquaculture, as well as for implementation of the Common Fisheries Policy. Establishment of thematic EU compliance networks may help to increase awareness among fishermen and public authorities, as well as sharing of data, exchange of experiences and best practice, and capacity building. |
|   | <b>Blue technologies</b>                             | <b>Macro-regional cluster development:</b> to support the establishment of transboundary clusters on promising sectors such as green shipbuilding and new materials in order to enhance exploitation of emerging technologies and internationalisation of Small and Medium Enterprises.   |
| Promoting the development of eco-innovation technologies related to air quality and emission control (e.g. cleaner domestic combustion installations, fuel switching emission abatement technologies or power supply from the shore for vessels for sustainable ports.  |  | no matching found   |

Priority Axis 2 – SustainableRegion

Specific Objective 2.1 - Promote the sustainable valorisation and preservation of natural and cultural heritage as growth assets in the ADRION area

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions  |
|---|---|--|
| <p>Creation of transnational networks and working groups for the definition of the principles of ADRION's sustainable cultural/natural and tourism valorisation as well as the development of an ADRION brand name.</p> | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Brand-building of the Adriatic Ionian tourist products/services.</b> Gradual establishment of an Adriatic-Ionian brand which would posit the Region as one destination in the eyes of visitors, residents and stakeholders. This strategic approach will only be effective through a brand-building process based on a common identity and strongly collaborative efforts, pooling of joint resources, networking, partnerships in association with an appropriate communication strategy. Overall, the branding exercise should formulate a vision emphasising the clear benefits that improved tourism products/services will bring to both residents and visitors in the Region. In this regard, actors should also explore how to take stock of existing synergies.</p>  |
|   |   | <p><b>Initiative to improve quality for sustainable tourism offer.</b> Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer. In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised.</p> |
|   |   | <p><b>Sustainable tourism R&amp;D platform on new products and services.</b> This action focuses on joining forces in the Region among university departments, research centres, innovation and technology transfer networks, together with the business community for development and marketing of new products and services, development of clusters and smart specialisation strategies.</p>  |
|   |   | <p><b>Fostering Adriatic-Ionian cultural heritage</b>". In order to diversify the Region's profile in the eyes of its visitors and to extend the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p>   |
|   | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Network of Sustainable Tourism businesses and clusters:</b> Stimulating innovation through interaction between different tourism actors and creation of strong synergies with complementary sectors along the value chain. Useful lessons could be also learnt from applying the Smart Specialisation approach and, in particular, through adapting the Entrepreneurial discovery process, actively involving the private sector in identifying sustainable tourism activities with the most promising potential for growth and for absorbing research outputs.</p>  |

| ADRION Indicative actions  | EUSAIR topics   | EUSAIR indicative actions   |
|--|---|---|
|  |   | <p><b>Promoting the Region in world markets:</b> Improving the promotion of destinations in international key markets is needed for increased tourist flows. More tourists want to discover the rich artistic and monumental heritage of a destination and to discover new places beyond the mainstream attractions of Europe. The attractiveness of the Region could, therefore, be enhanced from common promotion campaigns in key markets. Creating B2B and B2C European platforms would link the Region's business actors among themselves and with customers. This can give the Region a comparative advantage.</p> <p><b>Adriatic-Ionian action for more sustainable and responsible tourism:</b> This action would include the establishment of an Adriatic-Ionian Charter to encourage sustainable and responsible tourism practices in the Region. It would be based on tested ideas and practices to be easily taken up by the sector actors, and especially indicators to measure sustainable development at destination level.</p>  |
| <p>Support to the exchange of best practices for the identification of challenges and trends in the tourism sector including marketing, management of increased tourism flows, including joint analysis of tourism, trends and their potential impact, joint access to new tourism markets, business opportunities and dissemination of new technologies and know-how.</p> | <p><b>Diversified tourism offer (products &amp; services)</b></p> | <p><b>Initiative to improve quality for sustainable tourism offer.</b> Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer. In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised.</p> <p><b>Sustainable and thematic tourist routes.</b> This action focuses on development and branding of macro-regional tourism routes, through mapping and further promoting existing routes, (i.e. cruise, motor bike, walking/hiking, cycling, sailing). In addition, one should also explore creation of new routes building on the assets and diversity of the Adriatic-Ionian Region. This will include developing strategies for attracting new niche markets, especially for cultural, luxury and business tourism. The action should build on knowledge, skills and heritage assets, which would connect and promote lesser-known destinations of the Region.</p> <p><b>Improving accessibility for Adriatic-Ionian tourism products and services.</b> This action is expected to adjust tourism products and services in the Region to the needs of both residents and visitors with special access needs (i.e. senior groups, young people and schools, disabled people, families with low income). By successfully creating a "critical mass" across the Region of 'year-round' accessible destinations, attractions, sights and tourism-related quality services, more tourists can be expected to be attracted while tourism flows could be maintained also in the low season.</p> <p><b>Upgrade of Adriatic-Ionian tourism products.</b> The Region has a unique variety of products - especially in agriculture and food processing sector - generated through processes that are unique in the world. Investment opportunities may arise from exploration of new ways of entering the global markets. In addition, labelling and upgrading local products at macro-regional level is likely to result in stronger affiliation with the Region. At the same time development of local products could be an effective economic development tool.</p> |

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions  |
|---|--|--|
|   | <b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b>   | <b>Network of Sustainable Tourism businesses and clusters:</b> Stimulating innovation through interaction between different tourism actors and creation of strong synergies with complementary sectors along the value chain. Useful lessons could be also learnt from applying the Smart Specialisation approach and, in particular, through adapting the Entrepreneurial discovery process, actively involving the private sector in identifying sustainable tourism activities with the most promising potential for growth and for absorbing research outputs.   |
|   |  | <b>Expanding the tourist season to all year-round:</b> The Action will seek to alleviate seasonality in the Adriatic Ionian, and expand the tourist season. It will promote off-season tourism (such as culture activities, comfortable transport and accommodation), target markets (such as senior and accessible tourism, business and conference tourism, winter tourism, rural tourism) and design a strategy for setting Adriatic-Ionian as an excellent off-season destination.   |
| Development of actions for raising competencies/skills in cultural heritage preservation on sustainable tourism and tourism management of the stakeholders specially focusing on the involvement of actors from small tourism locations and facilities.   | <b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b>   | <b>Training in vocational and entrepreneurial skills in tourism:</b> Tourism in the Region is experiencing a gap in skills; a lack of qualified and skilled labour represents (together with increased competition from other destinations) a main threat for the sector. Tourism entrepreneurship is also in need of strategic information, new learning concepts taking into account new global tourism trends and new management concepts. The action will focus on the need for training for SMEs (including e-training), the creation of an Adriatic-Ionian Observatory on Sustainable Tourism skills, and training for tourism entrepreneurship. |
| Formulation of implementation strategies, set up and testing of clusters and models to better preserve, capitalize and innovate cultural and natural heritage and either combine them with tourism or maintain them for their intrinsic value by enterprises, research institutions, NGOs and local population using exchange of experiences, mutual learning and pilot activities. |  | <b>Diversified tourism offer (products &amp; services)</b>   |
|   | <b>Initiative to improve quality for sustainable tourism offer.</b> Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised. |  |

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions   |
|---|---|---|
|   |   | <p><b>Fostering Adriatic-Ionian cultural heritage.</b> In order to diversify the Region's profile in the eyes of its visitors and to extend the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p> |
|   | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Network of Sustainable Tourism businesses and clusters:</b> Stimulating innovation through interaction between different tourism actors and creation of strong synergies with complementary sectors along the value chain. Useful lessons could be also learnt from applying the Smart Specialisation approach and, in particular, through adapting the Entrepreneurial discovery process, actively involving the private sector in identifying sustainable tourism activities with the most promising potential for growth and for absorbing research outputs.</p>   |
|   |   |   |
| <p>Building up of transnational networks and working groups and development of tools and pilots to monitor, evaluate and mitigate the environmental and social pressures and impacts and the risks for and by tourism</p>   | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Sustainable tourism R&amp;D platform on new products and services.</b> This action focuses on joining forces in the Region among university departments, research centres, innovation and technology transfer networks, together with the business community for development and marketing of new products and services, development of clusters and smart specialisation strategies.</p>   |
|   | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Adriatic-Ionian action for more sustainable and responsible tourism:</b> This action would include the establishment of an Adriatic-Ionian Charter to encourage sustainable and responsible tourism practices in the Region. It would be based on tested ideas and practices to be easily taken up by the sector actors, and especially indicators to measure sustainable development at destination level</p>  |
|   |   |   |
| <p>Set up, test and implementation of negotiation, mediation, participation and conflict resolution models in the context of tourism, culture preservation, local needs and economic growth in the context of cultural and natural heritage, especially for land uses in coastal zones.</p> |   | <p>No matching found.</p>   |
|   |   |   |
| <p>Organisation of knowledge transfer, exchange of good practice examples, networking and development of innovations concerning also the immaterial cultural heritage and related to the creative industries.</p>   | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Sustainable tourism R&amp;D platform on new products and services.</b> This action focuses on joining forces in the Region among university departments, research centres, innovation and technology transfer networks, together with the business community for development and marketing of new products and services, development of clusters and smart specialisation strategies.</p>   |

| ADRION Indicative actions  | EUSAIR topics   | EUSAIR indicative actions   |
|--|---|---|
|  |   | <p><b>Fostering Adriatic-Ionian cultural heritage</b>". In order to diversify the Region's profile in the eyes of its visitors and to extend the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p>  |
|  | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Facilitating access to finance for new innovative tourism start-ups:</b> This action would facilitate access to information on funding possibilities for innovative sustainable tourism start-ups, and for SMEs and university spin-offs capitalising on new research results and bringing new products and services into the sector. Establishment of joint ventures and innovation incubators can also boost the Adriatic- Ionian SMEs at an international level. This could be done through European Structural and Investment Funds, COSME programme for the competitiveness of Enterprises and small-medium-sized enterprises, and other relevant funding programmes.</p>  |
|  |   |   |
| <p>Development of distinct and diversified tourism products such as transnational thematic tourism clusters and routes (e.g. monasteries routes, ancient heritage, wine routes, Adriatic-Ionian area routes etc.); seasonal variations of tourism offer (e.g.: off season arrivals for spring and autumn tourism for elder groups also in the context of climate change); offers for special interest groups (e.g. sailing, diving, mountaineering, history hobbyists, attracting visitors to inland destinations etc.); use of IT applications to generate interest on the heritage of the region; promotion of transnational nautical routes and of innovative strategies for marinas in terms of services and of their connections to the hinterland.</p> | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Initiative to improve quality for sustainable tourism offer.</b> Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer. In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised.</p> <p><b>Diversification of the cruise and nautical sectors and enhancement of the yachting sector.</b> While the cruise and nautical sectors are already operating at a macro-regional level with a strong potential for further growth, local coastal and hinterland economies have not tapped into their full potential. Subsequently, local economies have not developed appropriate ways of managing profitably effects of intensive influx of tourists within a relative short period. By exploring alternative routes and/or business model, linking better the cruise offer to local people and products, unsustainable congestion can be better tackled and the full potential could be better exploited, with more lasting economic benefits for local economies. To secure the support of the local population, such developments should be linked to sustainable transport plans.</p> <p><b>"Sustainable and thematic tourist routes"</b>. This action focuses on development and branding of macro-regional tourism routes, through mapping and further promoting existing routes, (i.e. cruise, motor bike, walking/hiking, cycling, sailing). In addition, one should also explore creation of new routes building on the assets and diversity of the Adriatic-Ionian Region. This will include developing strategies for attracting new niche markets, especially for cultural, luxury and business tourism. The action should build on knowledge, skills and heritage assets, which would connect and promote lesser-known destinations of the Region.</p> |

| ADRION Indicative actions  | EUSAIR topics   | EUSAIR indicative actions   |
|--|---|---|
|  |   | <p><b>Fostering Adriatic-Ionian cultural heritage.</b> In order to diversify the Region's profile in the eyes of its visitors and to extend the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p> |
|  |   | <p><b>Improving accessibility for Adriatic-Ionian tourism products and services.</b> This action is expected to adjust tourism products and services in the Region to the needs of both residents and visitors with special access needs (i.e. senior groups, young people and schools, disabled people, families with low income). By successfully creating a "critical mass" across the Region of 'year-round' accessible destinations, attractions, sights and tourism-related quality services, more tourists can be expected to be attracted while tourism flows could be maintained also in the low season.</p>                                       |
|  | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Expanding the tourist season to all year-round:</b>The Action will seek to alleviate seasonality in the Adriatic Ionian, and expand the tourist season. It will promote off-season tourism (such as culture activities, comfortable transport and accommodation), target markets (such as senior and accessible tourism, business and conference tourism, winter tourism, rural tourism) and design a strategy for setting Adriatic-Ionian as an excellent off-season destination.</p>  |
|  |   |   |
| <p>Development of an integrated and coordinated approach to heritage and cultural tourism.</p>   | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Fostering Adriatic-Ionian cultural heritage.</b> In order to diversify the Region's profile in the eyes of its visitors and to extend the tourism inflows beyond the summer season, the rich cultural background and assets should be further exploited. This could be achieved by strengthening cultural cooperation. In this way the implementation of the Ljubljana process will be reinforced and there will be increased demand for use of the creative, cultural and natural industries sector. With a critical mass of cultural hotspots at macro-regional level certain areas could be rejuvenated and enjoy increased tourism attention.</p> |
|  | <p><b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b></p> | <p><b>Adriatic-Ionian action for more sustainable and responsible tourism:</b> This action would include the establishment of an Adriatic-Ionian Charter to encourage sustainable and responsible tourism practices in the Region. It would be based on tested ideas and practices to be easily taken up by the sector actors, and especially indicators to measure sustainable development at destination level</p>  |
|  |   |   |
| <p>Development of sustainable tourism models focusing on low carbon, on air quality improvement and decreasing PM and NO2 emissions, low ecological footprint, "slow food", involvement of young people and volunteers and other alternative offerings in line with the natural and cultural</p> | <p><b>Diversified tourism offer (products &amp; services)</b></p>                         | <p><b>Upgrade of Adriatic-Ionian tourism products.</b> The Region has a unique variety of products - especially in agriculture and food processing sector - generated through processes that are unique in the world. Investment opportunities may arise from exploration of new ways of entering the global markets. In addition, labelling and upgrading local products at macro-regional level is likely to result in stronger affiliation with the Region. At the same time development of local products could be an effective economic development tool.</p>  |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
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| heritage in line with the ADRION brand.  | <b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b> | <b>Adriatic-Ionian action for more sustainable and responsible tourism:</b> This action would include the establishment of an Adriatic-Ionian Charter to encourage sustainable and responsible tourism practices in the Region. It would be based on tested ideas and practices to be easily taken up by the sector actors, and especially indicators to measure sustainable development at destination level.   |
| Small scale investments and demonstration projects for the provision of innovative services and products in the touristic sector, for specific forms of tourism, like cultural tourism, thematic tourism, elder citizens' services, etc. | <b>Diversified tourism offer (products &amp; services)</b>                         | <b>Initiative to improve quality for sustainable tourism offer.</b> Although improving quality in tourism offer is a horizontal issue that should touch upon all topics and actions, it is to be treated also as a distinct action. Improving the quality of the existing offer and delivering new services and products of enhanced quality should be at the basis of sustainable tourism offer. In this context, a tourism offer addressing specific target of tourists, such as: seniors, youth or people with disabilities, would be of interest. The tourism offer in the Adriatic-Ionian Region could also derive its strength from individual excellences in each country, in particular with regard to quality and visibility. Thanks to a critical mass of interconnected niches of excellence, the overall offer of the Region will be significantly optimised.  |
|  |  | <b>Diversification of the cruise and nautical sectors and enhancement of the yachting sector.</b> While the cruise and nautical sectors are already operating at a macro-regional level with a strong potential for further growth, local coastal and hinterland economies have not tapped into their full potential. Subsequently, local economies have not developed appropriate ways of managing profitably effects of intensive influx of tourists within a relative short period. By exploring alternative routes and/or business model, linking better the cruise offer to local people and products, unsustainable congestion can be better tackled and the full potential could be better exploited, with more lasting economic benefits for local economies. To secure the support of the local population, such developments should be linked to sustainable transport plans.  |
|  | <b>Sustainable &amp; responsible tourism management (innovation &amp; quality)</b> | <b>Sustainable and thematic tourist routes.</b> This action focuses on development and branding of macro-regional tourism routes, through mapping and further promoting existing routes, (i.e. cruise, motor bike, walking/hiking, cycling, sailing). In addition, one should also explore creation of new routes building on the assets and diversity of the Adriatic-Ionian Region. This will include developing strategies for attracting new niche markets, especially for cultural, luxury and business tourism. The action should build on knowledge, skills and heritage assets, which would connect and promote lesser-known destinations of the Region.<br><b>Expanding the tourist season to all year-round:</b> The Action will seek to alleviate seasonality in the Adriatic Ionian, and expand the tourist season. It will promote off-season tourism (such as culture activities, comfortable transport and accommodation), target markets (such as senior and accessible tourism, business and conference tourism, winter tourism, rural tourism) and design a strategy for setting Adriatic-Ionian as an excellent off-season destination. |

**Priority Axis 2 – Sustainable Region**

**Specific Objective 2.2 - Enhance the capacity in transnationally tackling environmental vulnerability, fragmentation, and the safeguarding of ecosystem services in the ADRION area**

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions   |
|---|--|---|
| <p>Enhancement and complement of transnational frameworks and platforms for the interoperability of existing databases, promotion of data availability, observatory functions and the integration of management approaches (hazard and risk assessment, planning methodologies, management plans, sustainability and adaptation assessments etc.) especially in coordination with the EU Civil Protection Mechanism and related IPA initiatives on civil protection, floods management, risk management etc..</p> | <p><b>Marine environment/threat to coastal and marine biodiversity</b></p> | <p><b>Increasing marine knowledge:</b> To ensure a sound basis for actions related to Maritime Spatial Planning (MSP), Integrated Coastal Management (ICM) and implementation of the Marine Framework Strategy Directive, it is important for the Region to:<br/>           Make an inventory of marine biodiversity and detailed habitat mapping in coastal and offshore areas;<br/>           1. Agree on a common approach to be applied across the Adriatic and Ionian sea basin for monitoring diversity descriptors on the status of the marine environment the two seas, and for determining Good Environmental Status indicators and targets;<br/>           2. Establish a common infrastructure platform in terms of data collection, marine research, lab analysis through common survey programs, research vessels and laboratories;<br/>           3. Develop a Web-GIS Observatory Network to gather and process geographical and statistical data related to sustainable development and the marine environment.</p>   |
|   | <p><b>Marine environment/pollution of the sea</b></p>                      | <p><b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p> <p><b>Identifying hotspots and investing in reducing emissions of pollutants</b> by realising a Hot Spot Inventory and aiming to depollute the sea.</p>  |
|   | <p><b>Transnational terrestrial habitats and biodiversity</b></p>          | <p><b>Development of joint management plans for cross-border habitats and ecosystems</b>, which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change.</p> <p><b>Joint population level management plans for large carnivores and awareness-raising activities</b>, e.g. developing GIS database of large carnivore habitats to underpin transnational planning, monitoring and management of large carnivore populations and their habitats and identifying needs for developing green infrastructure. Alleviating habitat fragmentation, and supporting awareness-raising activities, targeting the rural population, so as to increase awareness of benefits to be reaped from healthy carnivore populations, notably for species preservation and for marketing areas for eco-tourism.</p> |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
|--|--|--|
| <p>Development of implementation strategies, models and testing of pilot activities and transnational, regional and intercommunity cooperation of risk management (risk assessment, risk communication, risk managing measures and hazard prevention) and climate change adaptation in terrestrial and aquatic environments.</p> | <p><b>Marine environment/threat to coastal and marine biodiversity</b></p> | <p><b>Implementing Maritime Spatial Planning and Integrated Coastal Management:</b> By ensuring coordination of different projects/initiatives with the frameworks provided by the Maritime Spatial Planning Directive and the Priority Action Plan of UNEP/MAP. The latter plays an important role in supporting ICM by Mediterranean countries and in implementing the ICZM (Integrated Coastal Zone Management) Protocol of the Barcelona Convention.</p>   |
|  | <p><b>Marine environment/pollution of the sea</b></p>                      | <p><b>Implementing a life cycle approach to marine litter:</b></p> <ol style="list-style-type: none"> <li>4. Establishing a coordinated monitoring system and database on marine litter and marine pollution, including sources and types of litter and pollution and a GIS database on the location and sources of marine litter;</li> <li>5. Strengthening collaboration between sectors for the development of new possibilities for marine litter recycling including production of packaging waste and fishing gears to enable recycling;</li> <li>6. Preparation of a joint strategy for the assessment, prevention and reduction of marine litter, building on the work of MED POL programme and in line with the Mediterranean, including an economic assessment of the costs and benefits of different options for reducing marine litter, as well as actions intervening at different stages of production, sources, transmission and loss;</li> <li>7. Supporting the preventative measures to address Abandoned, Lost or otherwise Discarded Fishing Gear (ALDFG), implementing gear marking and gear registration, marine spatial management, codes of practice for fishermen.</li> </ol> |
|  |  | <p><b>Supporting clean-up programmes</b> for both floating and sunken litter, integrating these activities with recycling programmes, and investing in necessary infrastructure.</p>   |
|  |  | <p><b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p>   |
|  | <p><b>Transnational terrestrial habitats and biodiversity</b></p>          | <p><b>Identifying hotspots and investing in reducing emissions of pollutants</b> by realising a Hot Spot Inventory and aiming to depollute the sea.</p> <p><b>Development of joint management plans for cross-border habitats and ecosystems</b>, which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change.</p>  |

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions  |
|---|---|--|
| <p>Implementation of research and evaluation activities through the development of a common monitoring and assessment reference framework and the deployment of advanced tools for mapping, diagnosing, protecting and managing terrestrial and maritime landscapes and habitats including awareness-raising and environmental education.</p> | <p><b>Marine environment/<br/>threat to coastal and marine biodiversity</b></p> | <p><b>Increasing marine knowledge:</b> To ensure a sound basis for actions related to Maritime Spatial Planning (MSP), Integrated Coastal Management (ICM) and implementation of the Marine Framework Strategy Directive, it is important for the Region to:</p> <ol style="list-style-type: none"> <li>8. Make an inventory of marine biodiversity and detailed habitat mapping in coastal and offshore areas</li> <li>9. Agree on a common approach to be applied across the Adriatic and Ionian sea basin for monitoring diversity descriptors on the status of the marine environment the two seas, and for determining Good Environmental Status indicators and targets</li> <li>10. Establish a common infrastructure platform in terms of data collection, marine research, lab analysis through common survey programs, research vessels and laboratories</li> <li>11. Develop a Web-GIS Observatory Network to gather and process geographical and statistical data related to sustainable development and the marine environment.</li> </ol>   |
|   | <p><b>Marine environment/<br/>pollution of the sea</b></p>                      | <p><b>Implementing a life cycle approach to marine litter.</b></p> <ol style="list-style-type: none"> <li>12. Establishing a coordinated monitoring system and database on marine litter and marine pollution, including sources and types of litter and pollution and a GIS database on the location and sources of marine litter;</li> <li>13. Strengthening collaboration between sectors for the development of new possibilities for marine litter recycling including production of packaging waste and fishing gears to enable recycling;</li> <li>14. Preparation of a joint strategy for the assessment, prevention and reduction of marine litter, building on the work of MED POL programme and in line with the Mediterranean, including an economic assessment of the costs and benefits of different options for reducing marine litter, as well as actions intervening at different stages of production, sources, transmission and loss;</li> <li>15. Supporting the preventative measures to address Abandoned, Lost or otherwise Discarded Fishing Gear (ALDFG), implementing gear marking and gear registration, marine spatial management, codes of practice for fishermen.</li> </ol> |
|   | <p><b>Transnational terrestrial habitats and biodiversity</b></p>               | <p><b>Development of joint management plans for cross-border habitats and ecosystems,</b> which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change.</p> <p><b>Joint population level management plans for large carnivores and awareness-raising activities,</b> e.g. developing GIS database of large carnivore habitats to underpin transnational planning, monitoring and management of large carnivore populations and their habitats and identifying needs for developing green infrastructure. Alleviating habitat fragmentation, and supporting awareness-raising activities, targeting the rural population, so as to increase awareness of benefits to be reaped from healthy carnivore populations, notably for species preservation and for marketing areas for eco-tourism.</p>  |

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions  |
|---|---|--|
|   |   | <p><b>Harmonisation and enforcement of national laws with EU legislation</b>, with respect to length and timing of hunting season, list of species which can be hunted, designation of 'no hunting' areas. Protecting migratory birds and other species through awareness-raising and capacity building, including assessing the impact of laws on species and communities. Improving the ability of nature protection authorities and customs officials to enhance enforcement of hunting laws.</p> <p>Awareness raising activities among local populations on the benefits of species preservation, and activities enabling the capitalisation of species preservation, including marketing of areas for eco-tourism;</p> <p><b>Protection and restoration of coastal wetland areas and karst fields relevant for the Adriatic Flyway:</b> Activities to restore wetland areas including restoration of water flows and vegetation, investments in green infrastructure and removal of grey infrastructure; clean-up of sites and investment in waste water treatment.</p> <p><b>Awareness-raising activities on implementation and financial aspects of environmentally-friendly farming practices</b> (e.g. organic farming, agrienvironmental measures) complementing restoration and preservation of biodiversity. Coordination should be ensured between actions foreseen at national level through use of the existing networking, coordination and cooperation instruments, such as those under the National Rural Networks and the European Network for Rural Development.</p>   |
| <p>Enhancement and complement of transnational networks and working groups for increasing capacity and coordination in the fields of biodiversity protection e.g. in connection to the NATURA 2000 and EMERALD networks, joint management actions for large carnivores, harmonization and enforcement of national laws with EU legislation and similar actions.</p> | <p><b>Transnational terrestrial habitats and biodiversity</b></p> | <p><b>Development of joint management plans for cross-border habitats and ecosystems</b>, which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change.</p> <p><b>Joint population level management plans for large carnivores and awareness-raising activities</b>, e.g. developing GIS database of large carnivore habitats to underpin transnational planning, monitoring and management of large carnivore populations and their habitats and identifying needs for developing green infrastructure. Alleviating habitat fragmentation, and supporting awareness-raising activities, targeting the rural population, so as to increase awareness of benefits to be reaped from healthy carnivore populations, notably for species preservation and for marketing areas for eco-tourism.</p> <p><b>Harmonisation and enforcement of national laws with EU legislation</b>, with respect to length and timing of hunting season, list of species which can be hunted, designation of 'no hunting' areas. Protecting migratory birds and other species through awareness-raising and capacity building, including assessing the impact of laws on species and communities. Improving the ability of nature protection authorities and customs officials to enhance enforcement of hunting laws. Awareness raising activities among local populations on the benefits of species preservation, and activities enabling the capitalisation of species preservation, including marketing of areas for eco-tourism;</p> |

| ADRION Indicative actions   | EUSAIR topics   | EUSAIR indicative actions  |
|---|---|--|
|   |   | <p><b>Protection and restoration of coastal wetland areas and karst fields relevant for the Adriatic Flyway:</b> Activities to restore wetland areas including restoration of water flows and vegetation, investments in green infrastructure and removal of grey infrastructure; clean-up of sites and investment in waste water treatment.</p>   |
| <p>Enhancement and complement of transnational networks and working groups for increasing marine knowledge in order to ensure a sound basis for the implementation of the Marine Framework Strategy Directive, including Deep Sea Resources Monitoring &amp; Surveillance and Management and Mapping of threats to coastal and marine biodiversity.</p> | <p><b>Marine environment/<br/>threat to coastal and<br/>marine biodiversity</b></p> | <p><b>Increasing marine knowledge:</b> To ensure a sound basis for actions related to Maritime Spatial Planning (MSP), Integrated Coastal Management (ICM) and implementation of the Marine Framework Strategy Directive, it is important for the Region to:</p> <ol style="list-style-type: none"> <li>16. Make an inventory of marine biodiversity and detailed habitat mapping in coastal and offshore areas;</li> <li>17. Agree on a common approach to be applied across the Adriatic and Ionian sea basin for monitoring diversity descriptors on the status of the marine environment the two seas, and for determining Good Environmental Status indicators and targets;</li> <li>18. Establish a common infrastructure platform in terms of data collection, marine research, lab analysis through common survey programs, research vessels and laboratories;</li> <li>19. Develop a Web-GIS Observatory Network to gather and process geographical and statistical data related to sustainable development and the marine environment.</li> </ol> <p><b>Implementing Maritime Spatial Planning and Integrated Coastal Management:</b> By ensuring coordination of different projects/initiatives with the frameworks provided by the Maritime Spatial Planning Directive and the Priority Action Plan of UNEP/MAP. The latter plays an important role in supporting ICM by Mediterranean countries and in implementing the ICZM (Integrated Coastal Zone Management) Protocol of the Barcelona Convention.</p> |
|   | <p><b>Marine environment/<br/>pollution of the sea</b></p>                          | <p><b>Implementing a life cycle approach to marine litter.</b></p> <ol style="list-style-type: none"> <li>20. Establishing a coordinated monitoring system and database on marine litter and marine pollution, including sources and types of litter and pollution and a GIS database on the location and sources of marine litter;</li> <li>21. Strengthening collaboration between sectors for the development of new possibilities for marine litter recycling including production of packaging waste and fishing gears to enable recycling;</li> <li>22. Preparation of a joint strategy for the assessment, prevention and reduction of marine litter, building on the work of MED POL programme and in line with the Mediterranean, including an economic assessment of the costs and benefits of different options for reducing marine litter, as well as actions intervening at different stages of production, sources, transmission and loss;</li> <li>23. Supporting the preventative measures to address Abandoned, Lost or otherwise Discarded Fishing Gear (ALDFG), implementing gear marking and gear registration, marine spatial management, codes of practice for fishermen.</li> </ol> <p><b>Identifying hotspots and investing in reducing emissions of pollutants</b> by realising a Hot Spot Inventory and aiming to depollute the sea.</p>   |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions   |
|--|--|---|
|  |  | <p><b>Address diffuse sources</b> (e.g. nitrates from agriculture) by decreasing fertiliser use and by enhancing the recycling of nutrients through e.g. awareness-raising among farmers on the impacts of excessive use of fertilisers, education and training activities on the implementation and financial aspects of environmentally friendly farming practices.</p>   |
|  |  |   |
| <p>Enhancement and complement of transnational networks and working groups for the development of transnational Special Spatial Plans (e.g. on RES, on tourism, on agriculture and forestry), Maritime Spatial Planning, Multiannual Fishery Management Plans and Integrated Coastal Zone Management Plans and Procedures.</p> | <p><b>Marine environment/thread to coastal and marine biodiversity</b></p> | <p><b>Increasing marine knowledge:</b> To ensure a sound basis for actions related to Maritime Spatial Planning (MSP), Integrated Coastal Management (ICM) and implementation of the Marine Framework Strategy Directive, it is important for the Region to:</p> <ol style="list-style-type: none"> <li>1. Make an inventory of marine biodiversity and detailed habitat mapping in coastal and offshore areas; Agree on a common approach to be applied across the Adriatic and Ionian sea basin for monitoring diversity descriptors on the status of the marine environment the two seas, and for determining Good Environmental Status indicators and targets;</li> <li>2. Establish a common infrastructure platform in terms of data collection, marine research, lab analysis through common survey programs, research vessels and laboratories;</li> <li>3. Develop a Web-GIS Observatory Network to gather and process geographical and statistical data related to sustainable development and the marine environment.</li> </ol> |
|  |  | <p><b>Implementing Maritime Spatial Planning and Integrated Coastal Management:</b> By ensuring coordination of different projects/initiatives with the frameworks provided by the Maritime Spatial Planning Directive and the Priority Action Plan of UNEP/MAP. The latter plays an important role in supporting ICM by Mediterranean countries and in implementing the ICZM (Integrated Coastal Zone Management) Protocol of the Barcelona Convention.</p>  |
|  | <p><b>Transnational terrestrial habitats and biodiversity</b></p>          | <p><b>Development of joint management plans for cross-border habitats and ecosystems,</b> which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change.</p>   |
|  |  | <p><b>Harmonisation and enforcement of national laws with EU legislation,</b> with respect to length and timing of hunting season, list of species which can be hunted, designation of 'no hunting' areas. Protecting migratory birds and other species through awareness-raising and capacity building, including assessing the impact of laws on species and communities. Improving the ability of nature protection authorities and customs officials to enhance enforcement of hunting laws.</p> <p>Awareness raising activities among local populations on the benefits of species preservation, and activities enabling the capitalisation of species preservation, including marketing of areas for eco-tourism.</p>   |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
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|  |  | <p><b>Protection and restoration of coastal wetland areas and karst fields relevant for the Adriatic Flyway:</b><br/>Activities to restore wetland areas including restoration of water flows and vegetation, investments in green infrastructure and removal of grey infrastructure; clean-up of sites and investment in waste water treatment.</p>   |
|  |  |  |
| <p>Enhancement and complement of transnational networks and working groups for the development of transnational terrestrial and maritime protected areas and habitats and integration thereof in the tourism product of the ADRION area.</p> | <p><b>Marine environment/threat to coastal and marine biodiversity</b></p> | <p><b>Enhancing the network of Marine Protected Areas:</b> By possible designation of new areas in coordination with the process of designation of Specially Protected Areas of Mediterranean Importance under United Nations Environment Programme – Mediterranean Action Plan (UNEP MAP); by establishment of Fisheries Restricted Areas under the General Fisheries Commission for the Mediterranean (GFCM), by completing marine NATURA 2000 network under Birds and Habitats Directives; by designating further protected areas to form a coherent and representative network of MPAs according to the Marine Strategy Framework Directive; and by ensuring their joint or coordinated management, also in relation to maritime spatial planning and integrated coastal management;</p> |
|  |  | <p><b>Exchanging best practices among managing authorities of Marine Protected Areas:</b> Aiming to achieve and/or to maintain the Good Ecological Status of marine waters and to preserve biodiversity also by integrating a fishing component in each MPA (e.g. Fishing Protected Areas);</p>  |
|  | <p><b>Transnational terrestrial habitats and biodiversity</b></p>          | <p><b>Development of joint management plans for cross-border habitats and ecosystems,</b> which should include a transnational plan to deal with landscape fragmentation through Green Infrastructure investment and to enhance the NATURA 2000 network. It should also enhance the Emerald network of protected areas, launched by the Council of Europe in compliance with Resolution 4 and 6 of the Bern Convention, and strengthen ecosystem resilience in preparation for potential impacts of climate change;</p>  |
|  |  | <p><b>Protection and restoration of coastal wetland areas and karst fields relevant for the Adriatic Flyway:</b><br/>Activities to restore wetland areas including restoration of water flows and vegetation, investments in green infrastructure and removal of grey infrastructure; clean-up of sites and investment in waste water treatment.</p>   |
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| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
|--|--|--|
| <p>Development of and integration of existing transnational systems, procedures and early warning systems for identifying, managing and preventing localised and diffusing pollution from various sources (oil spills from maritime transport and marine litter in general, coastal industries and discharges, accidents, nitrates from agriculture, organic load from aquaculture, noise, light- and wastewater-pollution from tourism hotspots, landfills, soil contamination etc.).</p> | <p><b>Marine environment/ pollution of the sea</b></p> | <p><b>Implementing a life cycle approach to marine litter.</b></p> <ol style="list-style-type: none"> <li>4. Establishing a coordinated monitoring system and database on marine litter and marine pollution, including sources and types of litter and pollution and a GIS database on the location and sources of marine litter.</li> <li>5. Strengthening collaboration between sectors for the development of new possibilities for marine litter recycling including production of packaging waste and fishing gears to enable recycling;</li> <li>6. Preparation of a joint strategy for the assessment, prevention and reduction of marine litter, building on the work of MED POL programme and in line with the Mediterranean, including an economic assessment of the costs and benefits of different options for reducing marine litter, as well as actions intervening at different stages of production, sources, transmission and loss.</li> <li>7. Supporting the preventative measures to address Abandoned, Lost or otherwise Discarded Fishing Gear (ALDFG), implementing gear marking and gear registration, marine spatial management, codes of practice for fishermen.</li> </ol> |
|  |  | <p><b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p>   |
|  |  | <p><b>Identifying hotspots and investing in reducing emissions of pollutants</b> by realising a Hot Spot Inventory and aiming to depollute the sea.</p>  |
|  |  | <p><b>Address diffuse sources</b> (e.g. nitrates from agriculture) by decreasing fertiliser use and by enhancing the recycling of nutrients through e.g. awarenessraising among farmers on the impacts of excessive use of fertilisers, education and training activities on the implementation and financial aspects of environmentally friendly farming practices.</p>   |
|  |  | <p><b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p>   |

| ADRION Indicative actions   | EUSAIR topics  | EUSAIR indicative actions   |
|---|--|---|
| Development of and integration of existing of transnational systems, procedures and early warning systems for forecasting, managing and preventing natural and manmade hazards (forest fires, sea and river floods, industrial accidents, droughts, storms, algal blooms, earthquakes erosion and etc.) especially in coordination with the EU Civil Protection Mechanism and related IPA initiatives on civil protection, floods management, risk management etc..   | <b>Marine environment/pollution of the sea</b>                       | <b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.   |
| Enhancement and complement of transnational frameworks and platforms for the harmonisation and enforcement of national laws and EU legislation (e.g. implementation of the EU Flood directive (2007/60), regional Strategies and international obligations (e.g. the Barcelona Convention), with special attention on coastal urban areas and trans boundary issues, the joint contingency planning and coordinated emergency response and interoperability of civil protection mechanisms and organisations. | <b>Marine environment/threat to coastal and marine biodiversity</b>  | <b>Implementing Maritime Spatial Planning and Integrated Coastal Management:</b> By ensuring coordination of different projects/initiatives with the frameworks provided by the Maritime Spatial Planning Directive and the Priority Action Plan of UNEP/MAP. The latter plays an important role in supporting ICM by Mediterranean countries and in implementing the ICZM (Integrated Coastal Zone Management) Protocol of the Barcelona Convention.   |
|   | <b>Transnational terrestrial habitats and biodiversity</b>           | <b>Harmonisation and enforcement of national laws with EU legislation,</b> with respect to length and timing of hunting season, list of species which can be hunted, designation of 'no hunting' areas. Protecting migratory birds and other species through awareness-raising and capacity building, including assessing the impact of laws on species and communities. Improving the ability of nature protection authorities and customs officials to enhance enforcement of hunting laws.<br>Awareness raising activities among local populations on the benefits of species preservation, and activities enabling the capitalisation of species preservation, including marketing of areas for eco-tourism.  |
| Enhancement and complement of transnational frameworks and platforms for the exchange of best practices especially in coordination with the EU Civil Protection Mechanism and related IPA initiatives on civil protection, floods management, risk management etc., the experimentation and piloting with new innovative and integrated approaches (e.g. integrated and sustainable management of protected areas with cultural heritage as a powerful asset for inclusive economic development)              | <b>Marine environment/ threat to coastal and marine biodiversity</b> | <b>Enhancing the network of Marine Protected Areas:</b><br>By possible designation of new areas in coordination with the process of designation of Specially Protected Areas of Mediterranean Importance under United Nations Environment Programme – Mediterranean Action Plan (UNEP MAP); by establishment of Fisheries Restricted Areas under the General Fisheries Commission for the Mediterranean (GFCM), by completing marine NATURA 2000 network under Birds and Habitats Directives;<br>By designating further protected areas to form a coherent and representative network of MPAs according to the Marine Strategy Framework Directive; and by ensuring their joint or coordinated management, also in relation to maritime spatial planning and integrated coastal management. |

| ADRION Indicative actions  | EUSAIR topics  | EUSAIR indicative actions  |
|--|--|--|
| <p>approaches and the evaluation of existing and perspective methods and procedures in order to develop an ADRION environmental protection knowledge base and promotion of the topics in the society and especially among the youth.</p> |  | <p><b>Exchanging best practices among managing authorities of Marine Protected Areas:</b> Aiming to achieve and/or to maintain the Good Ecological Status of marine waters and to preserve biodiversity also by integrating a fishing component in each MPA (e.g. Fishing Protected Areas).</p>  |
|  | <p><b>Marine environment/<br/>pollution of the sea</b></p> | <p><b>Drafting and implementation of a joint contingency plan</b> for oil spills and other large-scale pollution events, building on the work on the sub-regional contingency plan developed by the Joint Commission for the protection of the Adriatic Sea and coastal areas, and on the forthcoming Action Plan for the Offshore Protocol of the Barcelona Convention. Implementation of measures to enable joint contingency planning and coordinated emergency response.</p> |
|  |  |  |
| <p>Improvement of the interoperability of existing databases.</p>  |  | <p>Not to be considered as a stand-alone activity; already present in several EUSAIR indicative actions</p>  |

**Priority Axis 3 - Connected Region**

**Specific Objective 3.1 - Enhance capacity for integrated transport and mobility services and multimodality in the Adriatic-Ionian area**

| ADRION Indicative actions   | EUSAIR topics                               | EUSAIR indicative actions  |
|---|---|--|
| Set up of transnational frameworks, platforms and networks for the identification of existing potentials and obstacles in the fields of integrated transport, mobility services and multimodality (mapping of resources, studies, pilots and strategies, market demand e.g. for freight routes, prerequisites and “soft” factors for implementation and the monitoring of the outcomes of integrated transport and mobility services and multimodality nodes. | <b>Intermodal connections to hinterland</b> | <b>Developing the Western Balkans comprehensive network:</b> Western Balkans need to prioritise investments on the defined SEETO comprehensive network (railway, inland waterways, nodes and hubs, notably with the motorways of the sea), aimed at promoting sustainable transport in the Region, and to prepare their integration in the Trans-European Network – Transport (TEN-T) network. This implies elaborating integrated planning for infrastructure developments and defining joint roadmaps for investments. |
|   |   | <b>Cross-border facilitation:</b> This requires physical and non-physical investments on specific transport axes.  |
| Development of joint approaches and instruments in the field of maritime transport, such as a modern ship reporting system in the Adriatic Sea (Common Adriatic-Ionian Vessel Traffic Monitoring and Information System ADRIREP), motorways of the sea, and related port infrastructures and ITS (Intelligent Transport System).  | <b>Maritime transport</b>                   | <b>Improving and harmonising traffic monitoring and management:</b><br>Strengthening and securing frequent exchange of information between coastal countries through the development of a Common Adriatic-Ionian Vessel Traffic Monitoring and Information System (by building on existing regional exchange of Automated Identification of Ships data and Ship Mandatory Reporting system, i.e. ADRIREP), will improve safety and security of maritime traffic in the region.   |
|   |   | <b>Developing ports, optimising port interfaces, infrastructures and procedures/operations:</b> Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should favour development of combined infrastructure (trade, procedures, movement of goods information systems, structures, vehicles and operations), improving links to the mainland and emphasising the supply chain of goods.                                    |
|   | <b>Intermodal connections to hinterland</b> | <b>Developing motorways of the sea:</b> Intermodal transport requires integrated management of the whole logistic chain. Essential elements are, inter alia, improved road and rail infrastructure linking ports with the hinterland and improved infrastructure within a port and ITS solutions.  |
| Building up of networks and working groups for the standardisation of legal requirements, technical specifications and capacity building in the field of planning and environmental impact assessment of intermodal transport investments and related operation and logistics services along with related communication activities.   | <b>Maritime transport</b>                   | <b>Developing ports, optimising port interfaces, infrastructures and procedures/operations:</b> Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should favour development of combined infrastructure (trade, procedures, movement of goods information systems, structures, vehicles and operations), improving links to the mainland and emphasising the supply chain of goods.                                    |

| ADRION Indicative actions  | EUSAIR topics                               | EUSAIR indicative actions  |
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|  | <b>Intermodal connections to hinterland</b> | <b>Developing the Western Balkans comprehensive network:</b> Western Balkans need to prioritise investments on the defined SEETO comprehensive network (railway, inland waterways, nodes and hubs, notably with the motorways of the sea), aimed at promoting sustainable transport in the Region, and to prepare their integration in the Trans-European Network – Transport (TEN-T) network. This implies elaborating integrated planning for infrastructure developments and defining joint roadmaps for investments. |
|  |   | <b>Developing motorways of the sea:</b> Intermodal transport requires integrated management of the whole logistic chain. Essential elements are, inter alia, improved road and rail infrastructure linking ports with the hinterland and improved infrastructure within a port and ITS solutions.  |
|  |   |  |
| Establishment of networks and working groups on issues related to the design, coordination and operation of integrated environmental-friendly and low carbon transport and mobility services and multimodality structures especially in metropolises, functional urban areas and in areas under land use pressure (e.g. coasts). | <b>Maritime transport</b>                   | <b>Developing ports, optimising port interfaces, infrastructures and procedures/operations:</b> Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should favour development of combined infrastructure (trade, procedures, movement of goods information systems, structures, vehicles and operations), improving links to the mainland and emphasising the supply chain of goods.                                    |
|  | <b>Intermodal connections to hinterland</b> | <b>Improving the accessibility of the coastal areas and islands:</b> Coastal area and island accessibility are mostly affected by tourism seasonality and commercial and passenger maritime transport is not sufficiently developed. This needs to be addressed by exploring new coordinated and market-based options, optimising use of freight and passenger routes and involving private and public stakeholders.   |
|  |   | <b>Developing motorways of the sea:</b> Intermodal transport requires integrated management of the whole logistic chain. Essential elements are, inter alia, improved road and rail infrastructure linking ports with the hinterland and improved infrastructure within a port and ITS solutions.  |
|  |   | <b>Railway reform:</b> Taking measures to expedite progress in railway reform, e.g. transparent non-discriminatory access to rail terminals, in particular in sea and inland ports, introducing a concession approach for infrastructure, with direct cost-oriented track access charges, performance schemes and management contracts for authorised applicants.  |
|  |   |  |
| Support the transfer and uptake of existing local/regional solutions and instruments; capitalisation of on-going technological innovations for a more sustainable organisation of environmental-friendly - low carbon transport and mobility services and multimodality nodes, as well as new technologies applications.         | <b>Maritime transport</b>                   | <b>Clustering port activities/services throughout the region:</b> Following the example of the existing NAPA cooperation agreement, harmonising the ports processes through a common ITS (Intelligent Transport System) would attract traffic that is now avoiding the Region.   |

| ADRION Indicative actions  | EUSAIR topics                                      | EUSAIR indicative actions   |
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|  |  | <p><b>Improving and harmonising traffic monitoring and management:</b><br/>Strengthening and securing frequent exchange of information between coastal countries through the development of a Common Adriatic-Ionian Vessel Traffic Monitoring and Information System (by building on existing regional exchange of Automated Identification of Ships data and Ship Mandatory Reporting system, i.e. ADRIREP), will improve safety and security of maritime traffic in the region.</p>  |
| <p>Study, design and testing of operational, technological and funding models for the preparation of infrastructure investments for environmental-friendly and low carbon transport and mobility services and multimodality.</p>   | <p><b>Maritime transport</b></p>                   | <p><b>Developing ports, optimising port interfaces, infrastructures and procedures/operations:</b> Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should favour development of combined infrastructure (trade, procedures, movement of goods information systems, structures, vehicles and operations), improving links to the mainland and emphasising the supply chain of goods.</p>                                    |
|  | <p><b>Intermodal connections to hinterland</b></p> | <p><b>Developing the Western Balkans comprehensive network:</b> Western Balkans need to prioritise investments on the defined SEETO comprehensive network (railway, inland waterways, nodes and hubs, notably with the motorways of the sea), aimed at promoting sustainable transport in the Region, and to prepare their integration in the Trans-European Network – Transport (TEN-T) network. This implies elaborating integrated planning for infrastructure developments and defining joint roadmaps for investments.</p> |
|  |  | <p><b>Railway reform:</b> Taking measures to expedite progress in railway reform, e.g. transparent non-discriminatory access to rail terminals, in particular in sea and inland ports, introducing a concession approach for infrastructure, with direct cost-oriented track access charges, performance schemes and management contracts for authorised applicants.</p>  |
| <p>Development of transnational platforms for the coordination of environmental-friendly and low carbon transport and mobility services and infrastructures taking into account the possibilities offered by modern technologies, the environmental and seasonal constraints and the synergies of the demand by tourism, resident population and economic operators.</p> | <p><b>Intermodal connections to hinterland</b></p> | <p><b>Improving the accessibility of the coastal areas and islands:</b> Coastal area and island accessibility are mostly affected by tourism seasonality and commercial and passenger maritime transport are not sufficiently developed. This needs to be addressed by exploring new coordinated and market-based options, optimising use of freight and passenger routes and involving private and public stakeholders.</p>  |