

Priority Axis 3 Connected Region

Technical Information

ADRION Annual Forum

Budva, 6 May 2019

Priority Axis 3 – Partnership

Partnership requirements

- At **least 6 financing partners** from 6 different Partner States of the Programme area, out of them:
 - At least **4 project financing partners** – including the lead partner- from **4 different ERDF Partner States**;
 - At least **2 project financing partners** from **2 different IPA Partner States**.
- The partnership can include a **maximum of 2 partners** from the **same Partner State**.
- The eligible partnership can consist of a maximum of 16 partners.

Priority Axis 3 - Ineligibility

- ***Potential beneficiaries*** – regardless whether they apply for the role of Lead or Project Partners – **cannot be involved in more than one project proposal per call/Priority Axis.**
- **In case a partner participates to more than one project proposal, it will be declared ineligible.**
- **If, for whatever reason, two or more project partners are declared ineligible, the entire project proposal will be declared ineligible.**

Partners will be identified on the basis of VAT or other national identification number, indicated in the B section of the Application Form.

Lack of provision of the aforementioned information (VAT or other national identification number) will bring to the **exclusion of the project proposal.**

Priority Axis 3 – Indicative financial allocation

Priority Axis 3	ERDF	IPA	Total EU contribution	National contribution	Total funding (EU contribution. + national contribution)
Topic 1 – Maritime transport	2.644.112,40	503.106,13	3.147.218,53	555.391,50	3.702.610,03
Topic 2 – City transport	2.644.112,40	503.106,13	3.147.218,53	555.391,50	3.702.610,03
TOTAL	5.288.224,80	1.006.212,26	6.294.437,06	1.110.783,00	7.405.220,06

Maximum duration of the project: up to 30 months

Priority Axis 3 — Topic 1 Maritime Transport

Project Partners

Eligible project partners

- Public administrative authorities at **national or regional** level competent for the addressed topics;
- Bodies governed by public law and public bodies competent for the addressed topic **on condition that the relevant competent public authority (i.e.: ministry, regional administration) must be involved as associated partner within the same project proposal.**
- Legal seat and seat of operations in the Programme area, except for **assimilated partners** - those Italian administrative authorities at national level which are competent in their scope of action for certain parts of the eligible area but which are located outside of it (i.e. Ministries).

Associated partners - public authorities, BGPLs and private entities – have an observer status and do not financially contribute to the project. Do not account for the partnership minimum requirements.

Priority Axis 3 – Topic 1 Maritime Transport

Lead Applicants

Lead Applicant

- The Lead Applicant must be located in an **ERDF** Partner State.
- Only the following bodies located in the ERDF Partner States shall be considered as eligible Lead partners:
 - Public bodies (regional, national level);
 - Bodies governed by public law;
 - Assimilated partners - those Italian administrative authorities at national level which are competent in their scope of action for certain parts of the eligible area but which are located outside of it (i.e. Ministries).

Priority Axis 3 — Topic 1 Maritime Transport

Project Partners

Ineligible project partners

- **Private partners** (only as associated partners).
- **International organisations.**
- **EGTC** within the meaning of Article 2(16) of Regulation (EU) No 1303/2013.

Compulsory key activities to be implemented – Topic 1 Maritime Transport

Mandatory activities:

In addition to the compulsory Work Packages (Management and Communication):

WP T1 Networking

- Set up of a permanent governance structure (the Strategic Network), encompassing the maritime transport authorities and stakeholders

WP T2 Common developments in vessel traffic monitoring and management

- Define the amendment (simplification/ harmonisation) of ADRIREP in the Adriatic Ionian seas procedures and submission of the proposal to IMO - International Maritime Organization - for approval;
- Define harmonised procedures to enhance safety and efficiency of navigation as well as exchange of vessel traffic information among national VTMIS's, with a view to implement a common VTMIS in the Adriatic-Ionian basin and include IPA Adriatic countries in SafeSeaNet. The work shall be based on the existing transnational data sharing platform MAREΣ - Mediterranean Automatic Identification System Regional Exchange Server hosted by Italy on behalf of EMSA – European Maritime Safety Agency.

Compulsory key activities to be implemented – Topic 1 Maritime Transport

Mandatory activities:

WP T3 Training tools and methods for vessel traffic monitoring (VTM) operators

- Joint development of new training tools and methods for vessel traffic monitoring (VTM), shall include:
 - the analysis on VTM-related Vocational Education and Training (VET);
 - the identification of skills needs;
 - the design of specific new VET and life-long learning courses for VTM operators based on Learning outcomes in a European Qualification Framework (EQF) perspective;
 - the validation and certification of skills, based on learning outcomes and reference to EQF.

WP T4 Adriatic-Ionian common maritime single window platform concept

- The undertaking of joint harmonization policy measures and simplification actions aiming at the identification of operational procedures and technical options/standards for enabling interoperability and data exchange among existing National Single Windows (NSWs);
- Assessment of the maritime single window measures and procedures to-be-established in IPA Countries.

Priority Axis 3 — Topic 2 City transport

Project Partners

Eligible partners

Each eligible metropolitan area , must participate with:

- **At least 1 public administrative** authority, identified at **national, regional, local level, representative of the eligible metropolitan areas** and competent in the matter of urban transport;
and must be able to guarantee the availability of the permissions, if necessary, for the implementation of the pilot actions.
Local bodies must have their legal seat of operations in the eligible metropolitan areas
- **Bodies governed by public law and public bodies** competent for the addressed topic (city transport) **on condition that the relevant competent public authority (i.e: ministry, regional or local administration) must be involved as lead/project partner within the same project proposal.**

Associated partners - public bodies, BGPLs and private entities – have an observer status and do not financially contribute to the project. Do not account for the partnership minimum requirements.

Eligible metropolitan areas – Topic 2 City transport

Eligible metropolitan areas

Each eligible metropolitan area must be involved in one project proposal only.

The list of metropolitan areas, identified for each ADRION Partner State, where the project must be implemented:

ADRION Partner State	Eligible metropolitan areas
ITALY	Milan, Palermo, Bologna, Bari, Catania, Venezia, Verona, Bergamo, Taranto, Brescia, Parma, Reggio Emilia, Messina, Padova, Trieste, Ancona, Campobasso, Reggio Calabria, Catanzaro
SLOVENIA	Ljubljana, Maribor
CROATIA	Zagreb, Split, Rijeka, Osijek
GREECE	Athens, Thessaloniki, Patra, Heraklion, Piraeus, Larissa, Volos, Alexandroupoli, Corfu, Ioannina, Rhodes, Mytilene
ALBANIA	Tirana, Durrës
BOSNIA AND HERZEGOVINA	Sarajevo, Banja Luka, Tuzla, Zenica
MONTENEGRO	Podgorica, Ulcinj, Bar, Budva, Tivat, Kotor, Herceg Novi
SERBIA	Belgrade, Novi Sad

Priority Axis 3 – Topic 2 City Transport

Lead Applicants

Lead Applicant

- The Lead Applicant must be located in an ERDF Partner State.
- Only the following bodies located in the ERDF Partner States shall be considered as eligible Lead partners:
 - **Public bodies** (national , regional, local level);
 - **Bodies governed by public law, including associations** formed by **one or several regional or local authorities**;
 - **Assimilated partners** - those Italian administrative authorities at national level which are competent in their scope of action for certain parts of the eligible area but which are located outside of it (i.e. Ministries).

Priority Axis 3 — Topic 2 City transport

Project Partners

Ineligible project partners

- **Private partners** (only as associated partners).
- **International organisations.**
- **EGTC** within the meaning of Article 2(16) of Regulation (EU) No 1303/2013.

Compulsory key activities to be implemented – Topic 2 City Transport

Mandatory activities:

In addition to the compulsory Work Packages (Management and Communication):

WP T1 Methodological framework and assessment

- Creation and implementation of living labs involving as forms of participatory governance institutions, stakeholders and citizens according to the quadruple helix approach (e.g.: research institutions, trade and business operators, citizens/civil society and commuters, local authorities) for the identification of measures of low-carbon city transport dialoguing via exchanging knowledge platform.

Compulsory key activities to be implemented – Topic 2 City Transport

Mandatory activities:

WP T2 Identification of innovative business tool supporting innovation and implementation of different Pilot action (at least one pilot action per each involved metropolitan area)

- Improvement of pedestrian traffic;
- Implementation of clean public transport;
- Creation of green safe bicycle routes;
- Set up of share biking public (private/public) services;
- Set up of car sharing public (private/public) services;
- Governance and management of high congested roads;
- Integrated ticketing and tariff schemes;
- Transnational social media-based competition for identification of fresh ideas for sustainable city transport services.

Compulsory key activities to be implemented – Topic 2 City Transport

Mandatory activities:

WP T3 Creation of a transnational strategy devoted to policymakers and planners for revision of transport policies for a more sustainable, integrated, accessible and harmonized mobility system.

- Identification of a shared strategy and its application at policy level.

Priority Axis 3 – Competences of partners

All financing partners must :

- Have an extensive knowledge of the state of art of the Topic addressed by the project;
- Provide a clear description of the state of art in the area where the project shall be implemented
- Approved projects will be also asked to directly report both to MC and EUSAIR Governing Board.