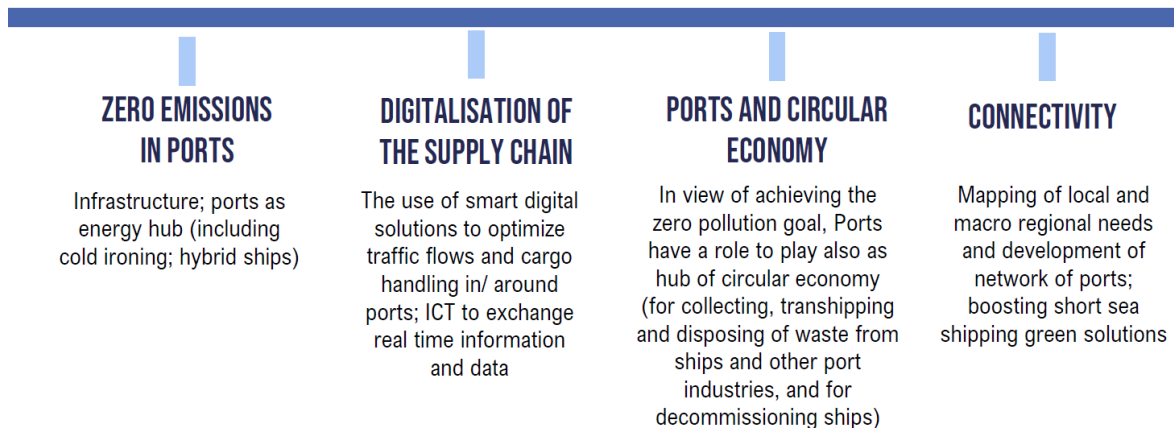


II ACTIONLAB–REPORT ON THE RESULTS OF THE WORKING GROUP ON SMART/GREEN PORTS HUB CONCEPT

1–Synthesis of the flagship

PILLAR 2 – FLAGSHIP 2.1: SMART/GREEN PORTS HUB CONCEPT

Port network crossing along all EUSAIR countries and including all the ports belonging to the core and comprehensive network of the TEN-T Corridors involved



2 –Outcomes of an analysis of the ETC programmes'planned actions: The analysis of the actions revealed that ETC programmes are going to support all the sub-topics of the flagships. Clearly, maritime ETC programmes (ADRION; IT-HR; GR-IT; IPA South Adriatic) are the most interested by this flagship. Despite the fact that Italy Slovenia*, a terrestrial CBC programme with a maritime dimension, has planned several actions in line with the flagship, the task force has not decided whether ports will be focused on those actions or not.

The main actions for the different sub-topics are the following:

- 1) **ZeroemissionsinPorts**aregoingtobe tackled with different type of actions devoted mainly to:
 - **Environmentalperformancein ports** by improving the efficiency of transports infrastructure, ensuring environmental sustainability of the related investments (ADRION; IT-HR); promoting the use of innovative solutions for eco-friendly transports through the quadruple helix approach (IT-GR; IT-SLO); through the adoption of innovative technology and energy sustainability measures (ADRION); introducing and reinforcing green procurement initiatives (ADRION); making ports more sustainable and resilient to risks (IPA South Adriatic).
 - **Alternativefuel:** Promote use of alternative low carbon and natural fuels (IT-HR) through harmonised regulatory standards for maritime transport (ADRION); fostering the diffusion of new ecological transport modes based on low carbon footprint transport modes (IT-HR).
- 2) **Digitalisation:**Strengthen the role of Adriatic-Ionian transport sector within the upcoming TEN-T policy with a focus on virtualization of transport procedures, especially in port areas (ADRION); Improving environmental performance of ports through the development and use of ICT tools (IT-HR; GR-IT); ports security (IPA South Adriatic; IT-HR); digitalisation management / monitoring of transport (IPA South Adriatic; IT-HR); exploiting ICT technologies to pilot sustainable, seamless

passenger and freight transport solutions and to develop new joint models of multi-modal approach (IT-HR).

- 3) **Circulareconomy:** all maritime ETC programmes foresee actions for an integrated and systemic approaches in waste management and recycling to achieve circularity (ADRION); enhance the capacity of key stakeholders (GR-IT); support the design and implementation of new facilities (GR-IT); adoption of innovative solutions for the conversion of production activities from a linear model towards a circular economy model (IT-HR; IT-SLO).
- 4) **Connectivity:** ETC programmes will tackle issues related to the indicative type of actions foreseen by the TSG2 in this flagship, with specific reference to Short sea shipping (ADRION; IT-HR). ETC programmes will significantly contribute to the other strategic topic of the Pillar 2 – Transports, such as Motorway of the sea and Inter-modality, in terms of connection between Ports and other transport networks and nodes.

The analysis on the actions identified the following nodes in terms of complementarity between ETC programmes:

- ADRION actions that have a higher potential for synergies with CBCs:
 - o Promote use of alternative low carbon and natural fuels through harmonised regulatory standards for maritime transport;
 - o Strengthen the role of Adriatic-Ionian transport sector within the upcoming TEN-T policy with a focus on virtualization of transport procedures, especially in port areas;
 - o Integrated and systemic approaches in waste management and recycling to achieve circularity.
- Digitalisation is one of the flagship sub-topics with the highest complementarities between CBCs (IT-HR; IT-SLO*; IPA South Adriatic; GR-IT): Improving environmental performance of ports through the development and use of ICT tools (IT-HR; GR-IT); ports security (IPA South Adriatic; IT-HR); digitalisation management / monitoring of transport (IPA South Adriatic; IT-HR; IT-SLO*).
- Circular economy and alternative fuels present interesting opportunities for complementarities also between CBCs: innovation solutions in circular economy (IT-HR; GR-IT; IT-SLO*); alternative fuels (IT-HR; IT-SLO*).

3 – RESULTS OF THE DISCUSSION

Which are the complementarities emerging among the Programmes?

Programmes emphasized the importance of distinguishing between different types of complementarities. Depending on the topic, a higher or lower degree of complementarity may emerge. Only in some cases may a higher level of synergies be required.

Furthermore, they emphasized the importance of involving beneficiaries in the embedding process. Since the definition of the project proposal, a sense of ownership should be sought. Furthermore, once the projects approved, project collaboration on the overall implementation of a specific flagship should be ensured. Only in this way will beneficiaries feel as if they are a part of a larger framework, as represented by the flagship.

What is the role ADRION programme could play?

The programmes recognized that ADRION should play a coordination role in some topics by using a "cascade approach," which means that ADRION could play a pivotal role for CBCs, which can build on the

results achieved by the transnational programme for future CBC projects (e.g. pilot actions). This role should be considered only for topics that require to define the policy framework by involving key actors. CBC Programmes identified two topics in which this role of coordination could be pursued based on the complementarities that emerged: port digitalization and intermodality. Some programmes acknowledged ADRION's role also as a link between the CBCs and EUSAIR.

Which actions can support complementarity in embedding?

Time is important in establishing complementarities, according to the programmes. They will be finalised soon, and the first call will be issued in the first half of the year. Platforms for programme exchanges are regarded as extremely valuable, particularly because they allow for exchanges between CBCs and between ADRION and CBCs. More work is required on action complementarity and the alignment of the call's calendars. Programmes specifically expressed the need to form ad hoc working group to work on the chain of calls, which necessitates the use of a standardized approach in defining the terms of reference.

The possibility of involving key stakeholders (e.g. ports authorities) of specific strategic fields in the process of project chain definition was deemed particularly important by participants. Furthermore, they emphasize the importance of involving TSG coordinators, who are expected to provide concrete input on actions and calls to be launched. Joint capitalisation activities were also identified as important, not only at the end but from the beginning of project implementation.

4 -Participants

FLAGSHIP	Programme	Representative	
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