

2014 - 2020 Interreg V-A

Italy - Croatia CBC Programme

Call for proposal 2017 Standard - ADRIGREEN
 Priority Axis: Major change Maritime transport

Version date: **26/02/2021 08.05.48**

**To the Managing Authority of the
 Italy-Croatia CBC Programme**

A - Application data

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|----------------------------|--|
| Specific objective | 4.1 - Improve the quality, safety and environmental sustainability of marine and coastal transport services and nodes by promoting multimodality in the Programme area |
| Application ID | 10044741 |
| Submission date | |
| Registration number | |
| Registration date | |
| Id request | 10345099 |

I, the undersigned NINA VOJNIC ZAGAR, acting on behalf of the lead applicant of the project proposal ADRIGREEN, submit the corresponding application

I declare the information provided is true and complete and I am aware that in case of approval of the project proposal, it shall be treated as invalid from the outset in case of intentional false declaration.

B - Lead Applicant data

| | |
|------------------------------|--------------------------------------|
| The lead applicant is | HR-Other |
| Personal tax number | 51946493681 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 51946493681 |
| Name | ZRAČNA LUKA PULA D.O.O. |
| Name in english | PULA AIRPORT LTD |

| | |
|--|--|
| Legal form | Limited company (Croatian law: D.O.O. and J.D.O.O) |
| Classification of economic activity | Passenger air transport |
| Exempted from chamber of commerce registration | No |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | |
| Chamber of commerce registration number | 040135473 |
| Chamber of commerce registration date | 01/10/1998 |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country | CROAZIA |
| Municipality | |
| Town | LIŽNJAN |
| ZIP code | 52100 |
| Province/County | |
| Address | VALTURSKO POLJE 210 |
| IPA Code | |
| Email | NINA.VOJNIC@AIRPORT-PULA.HR |
| Phone | +38552550926 |
| Fax | +38552550915 |
| Certified Email (PEC) | |

| | |
|---|---|
| Lead applicant - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public governed by public law (Directive 2014/24/EU) |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Own public contribution (Zracna Luka Pula d.o.o.) |
| Is VAT recoverable? | Yes |
| Details on VAT recovery | Pula Airport is a taxable person as defined in the Council directive on common system of value added tax and national legislation. Pula Airport use the goods and services for the purposes of the taxed transactions and has the right of deduction of value added tax. |
| Competence | Pula Airport will support the project implementation thanks to the experience & knowledge gained in the EU project ADRIAIR co-financed by IPA ADRIATIC in in which the airport's personnel acquired knowledge in managing of EU project, realization of activities at transnational level, organization of events targeted to local & national stakeholders, implementation of training activities and pilot actions. It must be underlined that the staff of Pula Airport is also well trained on EU rules related to public procurements, State Aid which will ensure a proper financial achievement of the project. Moreover, the Airport is performing several studies and development actions thanks to the project "Study of the development of Pula Airport in period 2014 – 2030", which is co-financed from ERDF (2007 – 2013) and it is fostering the competences of the airport in testing and development. The Airport is very committed to find innovative solutions to improve intermodality & impact on environment. |
| Organisational structure and resources | The Airport is organized in several departments which keep the infrastructure functional during entire year. Traffic Department, which is organized in 6 services, is responsible for coordination of traffic, load control, passengers' services, baggage services, RFF services, cleaning and screening service. Technical and Development Department is working mainly on maintenance while Commercial Department is responsible for commercial, marketing, retail services. Financial Department is responsible for financial services, procurement and human resources. The number of employees on 31st December 2016 was 121. The annual turnover of passengers in 2016 was close to 500.000 with 8000 aircraft movements. The Airport is acting in line with Corporate Social responsibility (CSR) which is integrated in its business model. |

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| Expertise in EU/International projects | From 2012 to 2015, the Airport was partner in ADRIAIR – Airport Security and Air Taxi Network in the Adriatic, co-financed by the Cross-border Cooperation Programme IPA ADRIATIC. In the framework of the project, the Airport was actively involved in organization of trainings and promotion of air-taxi new cross-border service. |
| Benefits on participation | The Airport will benefit significantly from all project activities. In first place, the general environmental performance of the Airport will be improved. Thanks to the environmental impact assessment the management of the airport will get a clear picture of what have been in done in terms of environmental sustainability, which are the impacts of the airport and which are the set of targets to be established in accordance with EU targets. The preliminary studies will also identify possible winning solutions to improve intermodal connections with other means of transportation and with the entire coastal area. The testing phase will put into practice new solutions/mechanism to speed up the tourist processing between the airport and tourist destination during the peak season. Pula airport will benefit from the pilot experiences of the other project's partners that will share their feedback and results in order to give the opportunity to other partners to adapt the tested solutions. |

| Department | |
|------------------------|---------|
| Department Name | |
| Country | CROATIA |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| CUU code | |

C - Legal representative

| | |
|--|-----------------------------|
| The legal representative is | HR-Other |
| Personal tax number | 64729844862 |
| Last name | VOJNIC ZAGAR |
| First name | NINA |
| Gender | F |
| Date of birth | 19/12/1976 |
| Country of birth | CROATIA |
| Place of birth (municipality) | PULA |
| Place of birth (province) | PULA |
| Country of residence | CROATIA |
| Municipality | |
| Province | |
| Town | PULA |
| Address | NAZOROVA ULICA 16 |
| ZIP code | 52100 |
| In charge of legal representation since | 26/02/2020 |
| Email | NINA.VOJNIC@AIRPORT-PULA.HR |
| Phone | 0038552530107 |

D - Lead applicant - Person in charge of signature

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

E - Partners

Partner : ZRAČNA LUKA DUBROVNIK D.O.O

| | |
|--|--|
| The partner is | HR-Other |
| Project partner number | 1 |
| Tax number | 63145279942 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 63145279942 |
| Name | ZRAČNA LUKA DUBROVNIK D.O.O |
| Name in english | DUBROVNIK AIRPORT LTD |
| Legal form | Limited company (Croatian law: D.O.O. and J.D.O.O) |
| Classification of economic activity | 51.10 - Passenger air transport |
| Exempted from chamber of commerce registration | |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | Dubrovnik |
| Chamber of commerce registration number | 060145601 |
| Chamber of commerce registration date | 23/11/1998 |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country of the Legal Seat | CROATIA |
| Municipality | DUBROVNIK |
| Town | ČILIP |
| ZIP code | 20213 |
| Province/County | DUBROVACKO-NERETVANSKA |
| Address | DOBROTA 24 |
| IPA Code | |
| Email | HRVOJE.SPREMIC@AIRPORT-DUBROVNIK.HR |
| Phone | +38520773245 |
| Fax | |
| Certified Email (PEC) | |
| Partner status | CONFIRMED |

Partner - other data

| | |
|---|--|
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public governed by public law (Directive 2014/24/EU) |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Own public contribution |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT non recoverable |

| | |
|---|---|
| Competence | In 2012 Dubrovnik Airport has completed the new Master Plan 2013 – 2032. According to this plan, one of the highest priorities is airport sustainable development. In order to accomplish it, Dubrovnik Airport conducted a number of activities according to Green Airport standards in recent years. The special significance has development of Environmental Protection Strategy Plan for the period 2012 – 2020 introduced in 2011. This plan provides overall inputs for airport environmental protection activities and it is a basic guideline for development of Airport Environmental Management. The largest challenge that Dubrovnik Airport needed to overcome is the lack of capacity at the already overcrowded airport during the tourist season. In order to perform Home Port Operation in this circumstance, Dubrovnik Airport made smaller infrastructure adaptations of the Passenger Terminal, and in coordination of other stakeholders made special handling procedures for cruise and fly passengers. |
| Organisational structure and resources | Dubrovnik Airport is organised as limited liability company with subscribed capital of 467.050.000 HRK. It has three main bodies: Management Board, General Assembly and Supervisory board. Management Board consists of one member, General manager Roko Tolić, who is solely authorised company's representatives. General Assembly consists of representatives of the owners of Dubrovnik Airport (Republic of Croatia, City of Dubrovnik, Dubrovnik-Neretva Municipality, Konavle Municipality). The members of the Supervisory board are appointed by the General Assembly. Company is divided into 6 organizational units/department as follows: Traffic, Trade, Technical, Commercial, Financial and General Affairs Department. Company has 360 permanent employees and additional 150 seasonal employees. The Airport is experiences in management of EU project and has several internal experts who can manage the project. |
| Expertise in EU/International projects | Dubrovnik Airport was involved in ADRIAIR – Airport Security and Air Taxi Network in the Adriatic project, co-financed by IPA ADRIATIC CBC Programme. The Dubrovnik Airport was responsible beneficiary for one work package that involved, air transportation security (producing security manuals for ADRIAIR partners involved). Also, during the project Dubrovnik Airport has purchased and implemented cargo freight scanner for security control that enhance security standards in Dubrovnik Airport. In the framework of ADRIAIR project, the staff of Dubrovnik Airport successfully implemented all planned activities: trainings, organization of project meetings and events with local stakeholders, marketing activities etc. Regarding other international projects, the Airport is also implementing 'Dubrovnik Airport Development' project, funded with EU structural funds, with the aim to upgrade several facilities as well as to improve environmental measures. |
| Benefits on participation | The project represents an opportunity to continue the development of Dubrovnik Airport Environmental Management according to the guidelines of Environmental Protection Strategy and other conducted studies. In addition, thanks to the project, the Airport will analyse and evaluate existing and future strategies, concepts and technology to improve intermodal solutions and thus facilitate the transition of passengers from and to the Airport. Dubrovnik Airport is especially interested in improving and integrations of passengers and baggage traffic flows at the airport and port, and in opportunities to implement new innovative technologies according to the latest environmental and sustainable development principles. The new solutions tested on the Airport will improve the processing time of passengers, reduce airport air pollution and better integrate the Environmental Management System. Gained experience and benchmark information will provide inputs for future development of the Airport. |

Partner - Legal representative

| | |
|------------------------------------|-----------------------------------|
| The legal representative is | HR-Other |
| Personal tax number | 87590997013 |
| Last name | Luetić |
| First name | Frano |
| Email | frano.luetic@airport-dubrovnik.hr |
| Phone | +38520773222 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| | |
|-----------------------------------|---------|
| Partner seat of operations | |
| Department Name | |
| Country | CROATIA |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : AEROPORTI DI PUGLIA S.P.A.

| | |
|--|--|
| The partner is | IT |
| Project partner number | 2 |
| Tax number | 03094610726 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 03094610726 |
| Name | AEROPORTI DI PUGLIA S.P.A. |
| Name in english | AIRPORTS OF APULIA |
| Legal form | Joint stock company (Italian law: SPA) |
| Classification of economic activity | 51.10 - Passenger air transport |
| Exempted from chamber of commerce registration | |
| Registered in chamber of commerce special section | No |
| Chamber of commerce registration place | BARI |
| Chamber of commerce registration number | 243199 |
| Chamber of commerce registration date | 19/02/1996 |
| Economic administrative index number (REA) | BA-243199 |
| REA registration date | 15/03/1984 |
| Country of the Legal Seat | ITALY |
| Municipality | BARI |
| Town | PALESE BARI |
| ZIP code | 70128 |
| Province/County | BARI |
| Address | VIALE ENZO FERRARI |
| IPA Code | |
| Email | INFO@AEROPORTIDIPUGLIA.IT |
| Phone | 390805800232 |
| Fax | |
| Certified Email (PEC) | UFFICIOPROTOCOLLO@PEC.AEROPORTIDIPUGLIA.IT |
| Partner status | CONFIRMED |

| | |
|---|--|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public governed by public law (Directive 2014/24/EU) |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | National co-financing, from Italian Ministry of Economy and Finance - I.G.R.U.E, CIPE Resolution 10/2015 |
| Is VAT recoverable? | Yes |
| Details on VAT recovery | VAT completely recoverable according to national legislation. |

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| Competence | Airports of Apulia manages the Apulian airport system, which include Bari, Brindisi, Foggia, and Taranto-Grottaglie airports. Becoming a key factor in the economic development of the region, airports in Puglia contribute, each in its own area, in the steady process of growth and social development. The airports in Bari and Brindisi are dedicated to the growing number of passengers. Airports of Apulia, in the last years, has developed an efficient airport system aimed at improving infrastructures and services with successful results in terms of incoming flows, passengers' traffic and new flight connections developed. It has worked to devise an integrated planning-and-development tool, able to forecast and direct future demands in terms of airport needs. It has already developed in Bari a system conceived to establish connections to and from the airports to areas not served effectively by public transport overcoming the lack of information and services on the last mile. |
| Organisational structure and resources | The company's primary purpose is the licensed management of Apulia airports. The main services are: management of central infrastructure; passenger, ramp, and cargo handling services; ground handling services: ADP currently manages ground handling services for all airlines, except for Alitalia, which manages its own ground handling needs in the Bari and Brindisi airports; security services: we have all the equipment required for checked baggage screening, which is mandatory since January 2003. Departing and transiting passenger and hand baggage screenings are active at the Bari and Brindisi airports since 2002. The current share capital is equal to EUR 12,950,000.00, almost entirely subscribed by the Apulia Region. Other local and economic authorities hold minority shares. There are 334 employees working for ADP in different offices, among which 222 with a full-time contracts and 112 working part-time. |
| Expertise in EU/International projects | The Airports of Apulia has an dedicated department, the Strategic Planning Department, in charge of the project planning and management. In the last programming period, Airports of Apulia participated in several international projects: 1) Air.net, co-financed by IPA Adriatic CBC, as the Lead Partner. The aim of the project was to the establishment of direct air connections across the east and west Adriatic coasts in order to improve accessibility and mobility of the area after having developed new routes schemes; 2) Gift 2.0, co-financed by Greece-Italy Programme, as Partner. The objective of the project was to Improve mobility for transport and logistic for passengers and freight, develop a network among Greece/Italy 35 hubs; 3) E-Airport, financed by Horizon 2020, with the aim to develop an airport operations monitor application based on European GNSS to increase the efficiency, safety and security of aircraft services and cargo processes. |
| Benefits on participation | AdP will benefit from exchange of best practices and innovative smart solutions that will be developed during the project. It is interested in defining and testing with other partners a set of innovative schemes to improve intermodal connectivity and environmental performances. It is also interested in carrying out a whole environmental impact assessment of all airports under its management, as well as in sharing with other partners an action plan to define a strategy for creating a low-carbon and environmental friendly airport system towards the objective of Europe 2020, experimenting also innovative solutions through the implementation of the pilot demonstration actions. A great benefit will arrive also from communication and dissemination activities which will allow to raise awareness of both local community. The long-term impact will be better connectivity of the airports with other modes of transportation. |

Partner - Legal representative

| | |
|------------------------------------|---------------------------------|
| The legal representative is | IT |
| Personal tax number | FRNMRC57D25L781U |
| Last name | Franchini |
| First name | Marco |
| Email | mfranchini@aeroportidipuglia.it |
| Phone | +390805800258 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : AIRIMINUM 2014 S.P.A.

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|--|--|
| The partner is | IT |
| Project partner number | 3 |
| Tax number | 04152860401 |
| Type of body | Private |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 04152860401 |
| Name | AIRIMINUM 2014 S.P.A. |
| Name in english | AIRIMINUM 2014 S.P.A. |
| Legal form | Joint stock company (Italian law: SPA) |
| Classification of economic activity | 51.10 - Passenger air transport |
| Exempted from chamber of commerce registration | |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | RIMINI |
| Chamber of commerce registration number | 327969 |
| Chamber of commerce registration date | 10/07/2014 |
| Economic administrative index number (REA) | REA-327969 |
| REA registration date | 10/07/2014 |
| Country of the Legal Seat | ITALY |
| Municipality | RIMINI |
| Town | RIMINI |
| ZIP code | 47924 |
| Province/County | RIMINI |
| Address | VIA FLAMINIA 409 |
| IPA Code | |
| Email | INFO@RIMINIAIRPORT.COM |
| Phone | 390541379800 |
| Fax | |
| Certified Email (PEC) | AIRIMINUM2014@PEC.IT |
| Partner status | CONFIRMED |

| | |
|---|---|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Private |
| National cofinancing description | Cofinancing with own private contributions |
| Is VAT recoverable? | Yes |
| Details on VAT recovery | VAT is recoverable according to national legislation. |

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|---|---|
| Competence | <p>AlRimum 2014 SPA, by virtue of a convention signed in March 2015 with Italian Civil Aviation Authority, holds the 30 years concession for the total management of Rimini and San Marino "Federico Fellini" Airport. Among the minor Italian international airports, AlRimum is the first entirely privately held company and it aims to reallocate the Airport in its natural role of economic engine and logistic hub of Romagna. The business target model identify for the airport development over the forthcoming years is based on passengers" traffic (tourism and business), freight (cargo) and general aviation. Considering that most of its flights are seasonal and charter, the connection of the airport to all main touristic location of Riviera Romagna are of significant importance. In fact, the Airport management is working to strengthen multimodal connections in order to improve the processing of tourists during summer seasons (public transport, road accesses etc).</p> |
| Organisational structure and resources | <p>The company is structured in several operating companies such us AIRhandling Srl that provides ground handling services; AIRcourtesy Srl that manages the commercial area and retail activities at the airport; AIRsecurity Srl that exercise the security control services at the airport. The AlRimum 2014 holds the 100% of the following companies operating at Rimini Airport. When it comes to human resources, as of today 84 employees are working in AlRimum divided in several operating companies. The company has competenes in organization of communication activies and international events. In fact, in 2017 it organized the First Travel Forum with the aim to foster a new system of tourist promotion and connection with other international airports.</p> |
| Expertise in EU/International projects | <p>On June 1st 2017, the company, in occasion of St. Petersburg International Economic Forum 2017, signed 2 important strategic agreements with the Government tourism authorities and with St. Petersburg airport. The agreements will last 5 years with the aim to pursue the ambitious project of building a more stable bridge between Russia and Italy, capable of promoting an increase in tourist flows of Russian citizens towards Italy (and vice versa) and other citizens that can reach Europe or go back to their own countries through the Rimini-St. Petersburg Air Route. In addition, the Company is working in collaboration with Frankfurt Airport Service Worldwide to prepare a comprehensive Master Plan for Rimini Airport. AlRimum does not have experience in EU projects.</p> |
| Benefits on participation | <p>Considering that Rimini Airport is mainly a seasonal airport with increasing number of passengers each year, the benefits from participating in the project will be various. In the first place, thanks to international investigation on adaptable intermodal solutions the Airport will develop the first Action Plan to better connect the Airport with other public and private means of transportation in order to speed up the transition of passengers towards main touristic destination of Riviera Romagna. In the second place, the environmental assessment will provide a clear picture on actions to be done to make the airport environmentally friendly. The staff will also be trained on technological solutions to lower the environmental impacts and to plan intermodal strategies. Thanks to networking activities, the management of the airport will have the possibility to exchange knowledge and to share idea for further strategic development of the airport.</p> |

Partner - Legal representative

| | |
|------------------------------------|-------------------------------------|
| The legal representative is | IT |
| Personal tax number | CRBLRD70E04H501V |
| Last name | Corbucci |
| First name | Leonardo |
| Email | leonardo.corbucci@riminiairport.com |
| Phone | 390541379830 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : SOCIETA' ABRUZZESE GESTIONE AEROPORTO S.P.A.

| | |
|--|--|
| The partner is | IT |
| Project partner number | 4 |
| Tax number | 00335470688 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 00335470688 |
| Name | SOCIETA' ABRUZZESE GESTIONE AEROPORTO S.P.A. |
| Name in english | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD |
| Legal form | Joint stock company (Italian law: SPA) |
| Classification of economic activity | 51.10 - Passenger air transport |
| Exempted from chamber of commerce registration | |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | PESCARA |
| Chamber of commerce registration number | PE028-5058 |
| Chamber of commerce registration date | 19/02/1996 |
| Economic administrative index number (REA) | 66082 |
| REA registration date | 04/04/1984 |
| Country of the Legal Seat | ITALY |
| Municipality | PESCARA |
| Town | PESCARA |
| ZIP code | 65131 |
| Province/County | PESCARA |
| Address | VIA TIBURTINA VALERIA KM 229 |
| IPA Code | |
| Email | COMMERCIALE@ABRUZZO-AIRPORT.IT |
| Phone | 00390854324256 |
| Fax | |
| Certified Email (PEC) | ABRUZZO-AIRPORT@PEC.IT |
| Partner status | CONFIRMED |

| | |
|---|--|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public governed by public law (Directive 2014/24/EU) |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Automatic public contribution. Italian Ministry of Economy and Finance - I.G.R.U.E - CIPE Resolution 10/2015 |
| Is VAT recoverable? | Yes |
| Details on VAT recovery | VAT recoverable according to Italian legislations |

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|---|--|
| Competence | Abruzzo Airport Management Company (SAGA) has been established in 1981 with the purpose to manage Abruzzo Airport. The company is controlled by Abruzzo Region (99,99%) and its mission is to contribute to social and economic development of the Region, by promoting connection with other geographical destinations. The company is very committed to ensure high qualitative standards of services offered to passengers and air companies. In order to do that, SAGA is managing and developing all services and infrastructures connected to the airport, with special attention to the promotion of "incoming" tourism in collaboration with other regional entities. In the last year, the Airport has started to implement some important activities to increase intermodal connections, to train all staff working on the airport and to improve internal and external ICT services in order to guarantee better and more efficient services to passengers. |
| Organisational structure and resources | SAGA company is structured in several departments and in particular this project will be implemented by Operations and Commercial/Marketing Department. Currently, the Company is working on the modernization and expansion of the airport in order to construct new gates, plants for the treatment of water, installation of photovoltaic systems, modernization and redesign of the parking system, investments for the removal of some old infrastructures, lengthening of the runway and possible link with rail station. Considering these ongoing activities, the staff working in the company is experienced to work on complex and multidisciplinary projects in cooperation with other social and economic stakeholders. Thanks to new development strategy, today the airport has a catchment area of over 600.000 passengers annually and connects the city of Pescara and the entire region with many Italian and European destinations. |
| Expertise in EU/International projects | The Authority has been involved in project MASCA – Managing System Change in Aviation, financed by Seventh Framework Programme. The aim of the project was to develop and deliver a structure to manage the acquisition and retention of skills and knowledge concerning organizational processes for managing change in the whole air transport system. Abruzzo Airport has participated in the project PROSPERO – Proactive Safety Performance for Operation through which it elaborated a new methodology for proactive anticipation of complex system of risks. |
| Benefits on participation | The main benefit for Abruzzo Airport will be to identify a set of innovative solutions for lowering airport environmental impact and for better connection of the airport with city centre of Pescara and with rail station and the port terminal. The testing action will improve the current situation and lay the ground for further investments and activities coherent with Airport multiannual strategy. The project will also strengthen the collaboration with local private and public companies and stakeholders such as public transportation companies, tourist operators and private transportation companies. In addition, the training activities will significantly improve the knowledge of employees in relations to technological solutions and procedures for more sustainable management of the airport facility. |

Partner - Legal representative

| | |
|------------------------------------|-----------------------------------|
| The legal representative is | IT |
| Personal tax number | PLNNRC57B22A345E |
| Last name | Paolini |
| First name | Enrico |
| Email | presidentesaga@abruzzo-airport.it |
| Phone | 00390854324207 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : LUČKA UPRAVA DUBROVNIK

| | |
|--|---|
| The partner is | HR-Other |
| Project partner number | 5 |
| Tax number | 51303627909 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | Yes |
| VAT number | |
| Name | LUČKA UPRAVA DUBROVNIK |
| Name in english | DUBROVNIK PORT AUTHORITY |
| Legal form | Port Authority |
| Classification of economic activity | 50.10 - Sea and coastal passenger water transport |
| Exempted from chamber of commerce registration | |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | Dubrovnik |
| Chamber of commerce registration number | 51303627909 |
| Chamber of commerce registration date | 13/02/1997 |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country of the Legal Seat | CROATIA |
| Municipality | DUBROVNIK |
| Town | DUBROVNIK |
| ZIP code | 20000 |
| Province/County | DUBROVACKO-NERETVANSKA |
| Address | OBALA PAPE IVANA PAVLA II NO.1 |
| IPA Code | |
| Email | PADUBROVNIK@PORTDUBROVNIK.HR |
| Phone | 0038520313333 |
| Fax | 0038520418551 |
| Certified Email (PEC) | |
| Partner status | CONFIRMED |

| | |
|---|------------------------|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Own public resources |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT is not recoverable |

| | |
|---|--|
| Competence | Dubrovnik Port Authority is founded to govern, construct and use the Port Dubrovnik - Gruž, opened for international public transport, and proclaimed for its size and importance the port of special international and economic interest for the Republic of Croatia. Dubrovnik Port Authority is one of the key stakeholders in process of positioning City of Dubrovnik managing cruise "home port" operations (Thompson Cruises). Its goal is to perform as efficient processing of Cruise and fly passengers in terms of providing all port services related with "home port" organisation. Dubrovnik Port Authority was involved in IPA EU projects and is involved also in EU structural funds project. The port's staff already had the opportunity to experience EU project management and EU strategies development together with other partners in different countries. |
| Organisational structure and resources | Dubrovnik port Authority has employees that were and are participating in different EU projects and cross border programs. Dubrovnik port Authority has resources, equipment and knowledge people willing to participate and contribute to the project. The Port Authority is structured in several departments: Maintenance and development, Operations, Marketing, Accounting and Finance. The owner of the Port is the Republic of Croatia. |
| Expertise in EU/International projects | Dubrovnik Port Authority was involved in IPA Cross – Border program TEN ECOPORT - Transnational ENhancement of ECOPORT8 network (Project Code SEE/D/0189/2.2/X) experiencing EU project rules, implementation and also management. Also, Dubrovnik port Authority finished a project financed from EU structural funds with its "Feasibility study with cost and benefit analysis Batahovina II". In this moment the Port Authority is in a process of preparing for EU infrastructural funds in order to finance infrastructural construction of ferry operative coast Batahovina II, subject of before mentioned study. |
| Benefits on participation | Dubrovnik Port Authority will benefit from the initial investigation, which will provide an overview of exiting solutions to improve intermodal connections with city center and other means of transportation. The Plan actions will contain some concrete measures and actions to be implemented on the port to manage in a better way the processing of passengers and to improve the environmental performances of the port structure. The testing phase will experiment some new models and technologies related to public-private transportation from/to port. It is expected to reach less congestion of port terminal facilities which is very crowded in seasonal months. In addition, the networking and training activities will improve the knowledge of internal staff and facilitate the management to better plan further development strategies of Dubrovnik Port. |

Partner - Legal representative

| | |
|------------------------------------|---------------------------|
| The legal representative is | HR-Other |
| Personal tax number | 15576625755 |
| Last name | Pezo |
| First name | Blaz |
| Email | dpa.blaz@portdubrovnik.hr |
| Phone | 0038520313333 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|---------|
| Department Name | |
| Country | CROATIA |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : AUTORITA' DI SISTEMA PORTUALE DEL MARE ADRIATICO CENTRALE

| | |
|--|---|
| The partner is | IT |
| Project partner number | 6 |
| Tax number | 00093910420 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | DEVELOPMENT, PROMOTION AND STATISTICS UNIT |
| VAT exempted | No |
| VAT number | 00093910420 |
| Name | AUTORITA' DI SISTEMA PORTUALE DEL MARE ADRIATICO CENTRALE |
| Name in english | CENTRAL ADRIATIC PORTS AUTHORITY |
| Legal form | Port Authority |
| Classification of economic activity | 50.10 - Sea and coastal passenger water transport |
| Exempted from chamber of commerce registration | Yes |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | |
| Chamber of commerce registration number | |
| Chamber of commerce registration date | |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country of the Legal Seat | ITALY |
| Municipality | ANCONA |
| Town | ANCONA |
| ZIP code | 60121 |
| Province/County | ANCONA |
| Address | MOLO S. MARIA |
| IPA Code | |
| Email | SEGRETERIA@PEC.PORTO.ANCONA.IT |
| Phone | +39071207891 |
| Fax | |
| Certified Email (PEC) | SEGRETERIA@PEC.PORTO.ANCONA.IT |
| Partner status | CONFIRMED |

| | |
|---|--|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Automatic public contribution. Italian Ministry of Economy and Finance - I.G.R.U.E - CIPE Resolution 10/2015 |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT not recoverable |

| | |
|---|--|
| Competence | Central Adriatic Ports Authority is a NUTS I authority, whose competence and extension are defined by the Ministerial decree n.169/2016. As Core port of the ScanMed corridor of TEN-T network, the port of Ancona plays a strategic role as main gateway connecting South-east Mediterrean countries with the Northern and Central Europe countries, for passenger and freight traffic. One of the key responsibilities of ADSPMAC, together with the port infrastructure development and the management of freight flows, is the management and organization of the port passenger terminal, crossed each year by nearly 1.000.000 passengers. Moreover, the organisation is responsible for the management of the passengers mobility inside the port area. |
| Organisational structure and resources | The organisation is composed of Presidency, General Secretariat, its Unit for Development, promotion and statistics, and 3 departments: general affairs and personnel; Technical Department, Administrative Department, for a total of nearly 40 people. The Development Unit implementing the project is composed of 4 experts, with relevant experience in management of EU cooperation projects, ensuring the correct and smooth implementation of administrative and financial activities, and final outputs quality. In case of project approval, external experts will be contracted to support the project team in the technical activities, according to programme financial rules. The organisation is fully equipped with office and ICT smart tools to ensure an efficient participation in the project. |
| Expertise in EU/International projects | In the last 5 years, Central Adriatic Ports Authority has been partner in the following projects: Watermode (SEE): creating an international network in the South Eastern Europe to develop multimodal transport; SYNTHESIS (Marco Polo II) with a relevant ferry company; Mednet (Med) on custom procedures and simplification of clearance in ports; Mermaid (Med) on environmental monitoring systems in ports close to the cities; Intermodadria and CARICA (IPA Adriatic) on the promotion of short sea shipping in Adriatic sea; EA SEA-WAY (IPA Adriatic): improving the accessibility and the mobility of passengers across the Adriatic area and its hinterland; GAINN4MOS(CEF): implementation of the LNG bunkering project in Atlantic and the Mediterranean ports; ADRI UP:upgrading MoS services by Ro-Ro ships along the Adriatic-Ionian Motorway of the Sea. It is lead partner in NewBrain project (Adriatic- approved under conditions) and partner in further proposals of MED and CEF programmes calls. |
| Benefits on participation | The main benefits deriving from the project will be related to promoting environmentally sustainable and efficient modes of transport for passengers of the Port of Ancona to reach the main public transports hub (railway station and airport); increasing the modal shift of passengers passing through the port and to support the development of a sustainable urban mobility plan aimed to integrate the different public transport modes (railway, buses, airport) also through the adoption of info-mobility systems, as to offer to the passenger's smart intermodal solutions; to ensure the efficient management of intermodal connections between the Port of Ancona and the airport in view of expected increasing cruise touristic flows. |

Partner - Legal representative

| | |
|------------------------------------|--------------------------|
| The legal representative is | IT |
| Personal tax number | GMPRLF54C07A271D |
| Last name | Giampieri |
| First name | Rodolfo |
| Email | vettorel@porto.ancona.it |
| Phone | 0039071207891 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : LUČKA UPRAVA PULA

| | |
|--|---|
| The partner is | HR-Other |
| Project partner number | 7 |
| Tax number | 98035365721 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | Yes |
| VAT number | |
| Name | LUČKA UPRAVA PULA |
| Name in english | PULA PORT AUTHORITY |
| Legal form | Port Authority |
| Classification of economic activity | 50.10 - Sea and coastal passenger water transport |
| Exempted from chamber of commerce registration | Yes |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | |
| Chamber of commerce registration number | |
| Chamber of commerce registration date | |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country of the Legal Seat | CROATIA |
| Municipality | PULA - POLA |
| Town | PULA |
| ZIP code | 52100 |
| Province/County | ISTARKA |
| Address | RIVA 2 |
| IPA Code | |
| Email | INFO@LUP.HR |
| Phone | 385989832352225 |
| Fax | |
| Certified Email (PEC) | |
| Partner status | CONFIRMED |

Partner - other data

| | |
|---|----------------------|
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Own public resources |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT no recoverable |

| | |
|---|---|
| Competence | Port Authority of Pula is a non-profit legal entity with rights and obligations defined by the Law on Maritime Domain and Sea Ports and the Decision on the Establishment of the Port of Pula. The founder of the Port Authority is the County of Istria. The Port Authority manages several areas and ports in the county: the port of Pula, Commercial zone of Port of Pula, port called Fisherman's cottage, cargo pier in Štinjan, port of Fažana, port of Brijuni, port of Runke, port of Polje, port of Medulin, port of Krnica, port of Valbandon, port of Bunarina, port of Monte Kope, port of Bunarina. Thanks to the previous experience in EU funded projects the staff of the Port Authority of Pula already experienced the project management and implementation. In particular the Port Authority already carried out activities related to intermodality in logistical structures and tariff systems, mobility of passengers across the Adriatic area and sustainable and integrated transport services. |
| Organisational structure and resources | Pula Port Authority is structured in several departments: Commercial Department, Control Department, Financial and General Affair Department, Concession Department, Development Department. Each Department is then divided in operational unit. The Port Authority has been founded by Istra County. The internal organization of Pula Port Authority is planned to perform a huge quantity of operations related to sustainable management of entire Port of Pula. The main act of the institution is Statute. The main decisions on the operations of the Port of Pula are leded Managing Council and the Director organizes and manages all the operations. The port also has 24 employees: 1 with Master degree, 4 faculty educated, 2 college educated, 17 high school educated. |
| Expertise in EU/International projects | The port took part as partner to several EU funded projects: 1) APLOMB INTERREG III A ADRIATIC/PHARE 2005 11/2007 - 9/2008 Partner: Strengthening of infrastructure and innovation on manipulative system, intermodality in logistical structures and tariff systems. 2) ADRIAFORM INTERREG IIIA ADRIATIC/PHARE 2005 11/2007-6/2008 Partner: Development of partnerships between public, private and government bodies, establishing standard system of professional profiles in the logistics and transport sector; 3) ADRI-SEAPLANES-IPA CBC ADRIATIC 3/2011-2/2013 Partner: Creating a Master Plan for the construction of a common system of seaplanes and implementation of the system of seaplanes in the Adriatic; 4) EA Sea-Way project IPA ADRIATIC (2007-2013).beneficiary: Improve the accessibility and the mobility of passengers across the Adriatic area, sustainable and integrated transport services, the improvement of physical infrastructures. |
| Benefits on participation | The Port Authority (and all the included ports in it) will mainly benefit from: the identification and selection of those models already experimented and implemented around the world, which could be easily adapted in the County of Pula. The results from the testing phase that will bring concrete results from the pilot activity implemented at the Pula Port (Integration of Port in public transportation system in order to provide smart connections with city centre and islands) but also from the experiences of other partners that will share their results after the pilot action. The project will also create new synergies for further investments and improvement of environmental impacts and connections between the port and other mean of transportation. |

Partner - Legal representative

| | |
|------------------------------------|-------------------------|
| The legal representative is | HR-Other |
| Personal tax number | 83327133227 |
| Last name | De Gravisi |
| First name | Donald |
| Email | donald.degravisi@lup.hr |
| Phone | 385989832352225 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|---------|
| Department Name | |
| Country | CROATIA |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : AUTORITÀ DI SISTEMA PORTUALE DEL MARE ADRIATICO MERIDIONALE (PORTI DI BARI, BRINDISI, MANFREDONIA, BARLETTA E MONOPOLI)

| | |
|--|---|
| The partner is | IT |
| Project partner number | 8 |
| Tax number | 08032850722 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | |
| VAT exempted | No |
| VAT number | 08032850722 |
| Name | AUTORITÀ DI SISTEMA PORTUALE DEL MARE ADRIATICO MERIDIONALE (PORTI DI BARI, BRINDISI, MANFREDONIA, BARLETTA E MONOPOLI) |
| Name in english | SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) |
| Legal form | Port Authority |
| Classification of economic activity | 50.10 - Sea and coastal passenger water transport |
| Exempted from chamber of commerce registration | Yes |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | |
| Chamber of commerce registration number | |
| Chamber of commerce registration date | |
| Economic administrative index number (REA) | |
| REA registration date | |
| Country of the Legal Seat | ITALY |
| Municipality | BARI |
| Town | BARI |
| ZIP code | 70121 |
| Province/County | BARI |
| Address | PIAZZALE CRISTOFORO COLOMBO 1 |
| IPA Code | UF38ZZ |
| Email | APLEVANTE@APLEVANTE.ORG |
| Phone | 00390805788502 |
| Fax | 00390805245449 |
| Certified Email (PEC) | PROTOCOLLO@PEC.APLEVANTE.ORG |
| Partner status | WITHDRAWN |

| | |
|---|--|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | Automatic public contribution from Italian Ministry of Economy and Finance - I.G.R.U.E - CIPE Resolution 10/2015 |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT not recoverable |

| | |
|---|---|
| Competence | Southern Adriatic Sea Port Authority manages the port areas of Bari, Barletta and Monopoli and coordinates the relations among the public and private operators for security, passengers and good services. Many people work in the port area that is very close to the city center. So, the sustainable development of the economic activities in the port are very important for the local development itself. The port has a Port Community System called GAIA , managed by the Port Authority , which supports the management of security controls provided by the Port Security Plans as well as port logistics. The passenger areas are divided for Schengen and non-Schengen traffic with stations dedicated to controls both police security. The 2016 statistics for the three ports showed that the passengers flows were about 1,500,000 transits of which about 370,000 cruise passengers and the rest on ferries connections. For the 2016 are already programmed about 150 cruise landings. |
| Organisational structure and resources | The Authority has 3 main governing bodies: President, Board and Auditors. It is structured in several Departments: Departments Infrastructure and Environment which is divided in Units: Strategic Planning; Technological Innovation; Maintenance; Project development; Environment; Financial and Administrative Department which is divided in several units: Financial, Human resources etc; Activity Ports Department and General Affairs Department which is divided in Units: Legal Office, Protocols, Tenders etc. |
| Expertise in EU/International projects | The Authority has a great experience in management of EU projects since 2006. In the last years it managed projects, also strategic, on transportation, environment and ICT, funded by SEE, IPA Adriatic CBC and Greece-Italy 2007-2013 Programmes: The main project are: INTERMODADRIA: Supporting Intermodal transport solutions in the Adriatic Sea (IPA Adriatic); EASYCONNECTING (IPA Adriatic); WATERMODE (SEE Programme); GAIA: Generalized Automatic exchange of port Information area (Greece-Italy 2017-2013); ARGES: Passangers and Logistic Information Exchange System (Greece-Italy 2017-2013); GRETA: Georeference in Resource for Enviroment oriented and Telecommunication-based Applications (Greece-Italy 2017-2013); CSP: Cross-border Sustainable Ports (Greece-Italy 2007-2013). |
| Benefits on participation | One of the main benefits will be the results from the international investigation that will collect a number of intermodal solutions that could be adapted on majority of ports and airports located in Adriatic area. In this way the Southern ports will be able to identify the practices and solutions that better suit its territorial context. The project will also define 2 Action Plans which will lay the ground for further investments for intermodal and multimodal transportation of passengers. The project will also give the opportunity to the Authority to strengthen the collaboration with all possible stakeholders in order to facilitate the achievement of the sustainable mobility and better environmental performances. |

Partner - Legal representative

| | |
|------------------------------------|-----------------------|
| The legal representative is | IT |
| Personal tax number | PTRGUO66L28A662I |
| Last name | Ugo |
| First name | Patroni Griffi |
| Email | presidente@adspmam.it |
| Phone | 00390805788502 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

Partner : UNIVERSITA' POLITECNICA DELLE MARCHE

| | |
|--|---|
| The partner is | IT |
| Project partner number | 9 |
| Tax number | 00382520427 |
| Type of body | Public / Body governed by public law |
| Implementing Unit | DEPARTMENT OF CIVIL AND BUILDING ENGINEERING AND ARCHITECTURE |
| VAT exempted | No |
| VAT number | 00382520427 |
| Name | UNIVERSITA' POLITECNICA DELLE MARCHE |
| Name in english | UNIVERSITY POLITECHNIC OF MARCHE |
| Legal form | Public University |
| Classification of economic activity | 85.42 - Tertiary education |
| Exempted from chamber of commerce registration | Yes |
| Registered in chamber of commerce special section | |
| Chamber of commerce registration place | |
| Chamber of commerce registration number | |
| Chamber of commerce registration date | |
| Economic administrative index number (REA) | 132403 |
| REA registration date | 29/10/1996 |
| Country of the Legal Seat | ITALY |
| Municipality | ANCONA |
| Town | |
| ZIP code | 60121 |
| Province/County | ANCONA |
| Address | PIAZZA ROMA 22 |
| IPA Code | UNIVPM |
| Email | RETTORE@UNIVPM.IT |
| Phone | 00390712203212 |
| Fax | 00390712202213 |
| Certified Email (PEC) | PROTOCOLLO@PEC.UNIVPM.IT |
| Partner status | CONFIRMED |

| | |
|---|---|
| Partner - other data | |
| If in "Type of body" you selected "Public/Body Governed by PL", please specify your status | Public |
| Assimilated partner | |
| Reason to be considered Assimilated | |
| National cofinancing | Public |
| National cofinancing description | National co-financing from Italian Ministry of Economy and Finance - I.G.R.U.E, CIPE Resolution 10/2015 |
| Is VAT recoverable? | No |
| Details on VAT recovery | VAT no recoverable |

| | |
|---|---|
| Competence | UNIVPM is particularly active within the framework of European Territorial Cooperation policy – Interreg programs that aim to implement joint actions and policy exchanges between national, regional and local actors from the Adriatic area and to promote a harmonious economic, social and territorial development of the Adriatic Area as a whole. UNIVPM participates in over 50 highly competitive European research projects (FP7, H2020) and through the support of its own international research divisions and the dedicated personnel officers, UNIVPM takes part in several programs promoting and sustaining research, international collaboration and mobility. Moreover, the technology-transfer offices with a multidisciplinary team of experts, furnish support and advice on business and intellectual property issues, in order to create successful collaborative research and effective interactions with industry and society, and to protect, evaluate and commercialize innovation. |
| Organisational structure and resources | The Università Politecnica delle Marche (UNIVPM), founded in 1969, is one of the leading mid-sized universities in Italy. The university is ranked in the top 5 of mid-sized universities in Italy (CENSIS 2015). The Dipartimento di Ingegneria Civile, Edile e di Architettura (DICEA) is among the most active departments of civil engineering in Italy, educating a range of professionals and generating research of the highest quality. In the 2014 Italian National (ANVUR) official assessment, DICEA was ranked third out of the 23 mid-sized departments of civil engineering in Italy. DICEA brings together a wide range of disciplines, being leading contributor to the undergraduate programmes in civil and environmental engineering, building engineering, architectural engineering as well as offering a postgraduate programme in civil, environmental, building engineering and architecture. It consists of over 50 postgraduate students and 42 academic and research staff. |
| Expertise in EU/International projects | UNIVPM has a strong record of accomplishment in European research projects, especially within the Framework Programme. Throughout the FP7 UNIVPM has received over €11M in research grants and has been involved in over 50 projects. Since the start of H2020 UNIVPM has been awarded grants worth over €3.5M. DICEA has a background in working on international research projects, including 3 EU FP7 projects worth about €500K. Since the start of H2020 DICEA has been involved in projects, worth about €400K. Specific to the fields of hydraulics are both European (FP6, FP7 and H2020) and US (e.g., one recently funded by the Office of Naval Research Global) funded projects. Moreover, a large portion of research at DICEA is performed in collaboration with industry. |
| Benefits on participation | Within the ICEA department, the Highways and Transportation research group has a strong commitment in pursuing research projects focused on green and sustainable technological solution for the infrastructure system. In this context, the Italy-Croatia CBC Programme provides an excellent framework for building a cooperative network of collaborations with Airport and Port Authorities in the Adriatic area. European-founded research will create opportunities for a reciprocal transfer of knowledge between the University and the Authorities in charge of managing the transportation infrastructures. Additional perspective benefits will derive for the mobility of graduate and undergraduate students which will improve their skills by directly collaborating with Stakeholders. |

Partner - Legal representative

| | |
|------------------------------------|-------------------|
| The legal representative is | IT |
| Personal tax number | LNGSRA55P11E690F |
| Last name | Longhi |
| First name | Sauro |
| Email | rettore@univpm.it |
| Phone | 00390712203212 |

Partner - Person in charge of signature (only if different from legal representative)

| | |
|---|--|
| The person in charge of signature is | |
| Personal tax number | |
| Last name | |
| First name | |
| Role | |

| Partner seat of operations | |
|-----------------------------------|-------|
| Department Name | |
| Country | ITALY |
| Municipality | |
| Town | |
| Province/County | |
| Address | |
| ZIP code | |
| Phone | |
| Email | |
| Certified Email (PEC) | |

F - Project Key Data

| | |
|------------------------|--|
| Project acronym | ADRIGREEN |
| Project title | Green and Intermodal solutions for Adriatic airports and ports |
| Start date | 01/01/2019 |
| End date | 31/12/2021 |

| | |
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| <p>Description</p> | <p>Low level of integration among different modes of transportation and insufficient investments in sustainable and low-carbon transportation technologies are characterizing several regions in the Adriatic area. The Croatian and Italian Adriatic coasts are rich of touristic destinations, which are reached by millions of tourists every year. Even though the road transportation is still predominant, the number of tourists that are reaching Adriatic towns and cities by ferries and airplanes is significantly increasing. Unfortunately, most of Adriatic ports and airports are suffering from lack of connections with other modes of transportation, causing serious traffic congestions problems, especially during the summer seasons. In addition, the majority of ports and airports facilities are lagging behind the EU average when it comes to sustainable environmental performances.</p> <p>The main objective of ADRIGREEN project is to improve the integration of Croatian and Italian ports and airports with other modes of transportation in order to enhance the processing of passengers during the summer seasons and to improve environmental performances of the Adriatic maritime and aviation systems.</p> <p>In order to do that, the project will implement a set of structured activities based on transnational and cooperative approach. The main idea is to identify and analyse a number of existing operational and technological solutions that can be easily transferred and adapted by involved ports and airports. The partners are not interested in inventing new solutions as there are a plenty successful models and schemes implemented in other parts of the world that can be replicable also in the Programme area. Once the solutions have been identified and analyses, the project partner will test the operational and technological models on their facilities so as to improve intermodal connections and to put in practices new schemes for a sustainable management of ports and airports. The objective of the testing phase will be to demonstrate the feasibility, the effectiveness and the replicability of the identified solutions. The last but not least intention of the project is to disseminate the results of tested solutions so as to explain also to other ports and airports how the operational procedures and technological innovation can be successfully transferred and used. These objectives will be reached by producing several outputs: 1) International investigation on best solutions to be transferred on Adriatic coasts; 2) Environmental assessments of involved ports and airports; 3) 2 Joint Actions Plans: intermodal measures and green and sustainable actions to be implemented; 4) 6 testing of innovative solutions in involved territories; 5) Technical Manual on identified practices; 6) Cross-Border Forum of Green and Intermodal Ports and Airports to present solutions, explain benefits and share recommendations for new strategies.</p> |
| <p>Project relevance</p> <p>Territorial challenges tackled</p> | <p>One of the main problem that characterize the Adriatic coastal area is the imbalance in the development of infrastructures and modes of transport, caused by low level of investments and insufficient approach to innovation. In Italy and in Croatia there are many maritime cities, which have to deal with a very high number of passengers, especially during the peak season. Event though the road transportation is still predominant, the number of people that are reaching Adriatic cities by ferries and airplanes is significantly increasing year by year. However, most of Adriatic ports and airports are suffering from lack of integration with various modes of transportation, causing serious traffic congestion problems during the summer season. Dubrovnik is one of the leading cruise destination (more then 500 cruises arrivals in 2016) and passengers arrive mainly by aircrafts in "package arrangements". In addition, being a very famous touristic destination, the number of passengers on Dubrovnik Airport is expected to increase (2017-2018) from 2 to 5 million. The Port of Ancona is crossed each year by nearly 1 million of passengers while the Port of Bari was close to 1.5 million of passengers in 2016. On the other side, the regional airports of Pula, Pescara, Brindisi, Rimini, thanks to low costs companies, are increasing the number of passengers year by year. The Airport of Rimini has a very positive trend (+50% from 2015 to 2016), especially when it comes to tourists who must reach destination of entire Riviera Romagnola. For this reason, the integration of these facilities with other modes of transportation is crucial to speed up the passengers processing to avoid mass congestions during the peak season.</p> <p>On the other hand, it is very important to decrease environmental impact of port and airport transport activities by creating a more environmental-friendly and low carbon transportation system of Adriatic area, through the identification and implementation of innovative technological solutions. The Adriatic area is generally lagging behind the EU average with reference to innovation performance in transportation sector and most of facilities must be renewed in order to reach modern EU environmental standards. It is necessary to significantly improve environmental performance of involved ports and airports, through demonstration actions which can pave the way to future investments in infrastructure and sustainable and green management.</p> |

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| <p>Project approach</p> | <p>Considering that all involved territories are facing similar problems (low integration between different modes of transportation and low environmental performances), the project will implement all activities with a participative and transnational approach. The first step will be to perform a detailed and in-depth identification and analysis of existing solutions for lowering airports/ports environmental impacts and for intermodal connections of ports/airports with other modes of transportation and to identify a set of possible schemes to be easily adopted in territories involved in the project. It means that existing solutions identified around the EU/world (mainly North Europe) will be the starting point of ADRIGREEN project. This activity will contribute to solve one of the main issue related to intermodal connections and low environmental performances: lack of knowledge regarding potential, smart and suitable solutions that could significantly improve the processing of passengers and decrease environmental impact of transport activities in Adriatic basin. The research will be followed by a deep environmental assessment and by realisation of specific Action Plans where all identified measures will be described. The second step will be to test the adaptability and efficiency of identified solutions on ports and airports of ADRIGREEN project. Each partner already identified its major problems and a set of fields to be tackled by the testing phase: smart solutions to connect ports and airports to local public transportation systems; integrated timetabling and information for passengers; new services with public and private transportation services and reducing of energy consumption in airport/port facilities. Each testing phase will strictly pursue a transnational perspective since the final aim is to test solutions, which could be easily adapted in each area involved in the project. In fact, the project will organize also 4 transnational trainings targeted to staff working on ports and airports (not only those involved as partner) to improve their knowledge on technological solutions and procedures for both lowering the environmental impacts and planning new intermodal connections. The final step of the project will be to disseminate as much as possible the tested solutions to all ports and airports located in Adriatic area. The dissemination will be based on demonstrations how the situation could be improved once the solutions are adapted.</p> |
| <p>Cooperation need</p> | <p>Considering the specific objectives of the project (identification of innovative solutions to be adopted in all Adriatic area, testing of their replicability on ports/airports and spreading out of new tested technological solutions and procedures for improving intermodality and lowering environmental impacts) the cooperation among ports, airports, public authorities and research institutions is indispensable. The project intends to support partners to test some innovative schemes to speed up the transit of passengers and to make their facilities environmentally friendly with the purpose to adapt and replicate them, not only within the partnership but also in other Adriatic regions not directly involved in the project. This is the main reason why the project goal cannot be efficiently reached at local/regional level. The local single action can be of course meaningful but the challenge of the project is to contribute in the creation of convincing conditions for making entire Adriatic area better connected and its transport system more environmentally friendly. This challenge can be addressed only if existing practices, operational and technological solutions and awareness raising campaigns melt together and produce a capitalization effect. The testing phase (WP4) is a very important part of this project and its implementation will be done with highly transnational approach in order to give the possibility to each partner to benefit from results achieved by other partners. In WP4 the partners will have the possibility to identify some possible win-win solutions and to test concretely their efficiency. Each partner will consequently benefit from testing carried out in other partners' area as, during the testing phase, the partnership will have the opportunity to evaluate together the feasibility and effectiveness of identified solutions in order to know how to act in case of further investments to be done in this sector. Through the transnational approach, the definition of both Joint Action Plans and of the Manual on identified solutions and practices, will ensure the comparability of data and also the complementarity of the work. These criteria will be considered by partners and in particular by WP leaders during all the project implementation in order to avoid a patchy project.</p> |
| <p>Project focus</p> | |
| <p>Programme specific objective</p> | <p>4.1</p> |
| <p>Programme result indicator</p> | <p>4.1R - Goods transported by maritime mode</p> |

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| Project overall objective | The overall objective is to improve the integration of Adriatic ports and airports with other modes of transportation in order to enhance the processing of passengers that are reaching the main touristic destinations located on Adriatic coasts and to improve environmental performances of the regional maritime and aviation system, whose standards are still lagging behind EU average. These goals contribute to the fulfillment of the Specific Objective 4.1 of Programme, as the project will produce specific outputs which will concretely contribute to enhance the environmental sustainability of coastal transportation services. Project activities and outputs will contribute to a higher coordination among Italy and Croatia in the development and implementation of integrated passengers transportation systems and intermodal connections, reducing disparities and creating opportunities to implement new and smart solutions to solve identified problems in field of coastal tourists' transportation. |
| Project results | The project will produce several concrete results which will improve the situation of each port and airport involved in the project related to better connection with other means of transportation and improved environmental performances. Through project activities, the partnership will identify and analyse a set of suitable solutions to lowering airports/ports environmental impacts and to improve intermodal connections with other modes of transportation that could be easily adapted in local contexts (Pula, Dubrovnik, Rimini, Ancona, Bari and Pescara). The identified solutions will represent the basis for further improvement of situations in all involved area. In addition, after the conclusion of the project, each port/airport will have a clear picture of what must be done so as to improve its environmental performance to reach EU standards. Several solutions will be directly tested and evaluated through the project, which will produce concrete results in terms of feasibility, effectiveness, costs-benefits, level of satisfaction of passengers, environmental performances and sustainable management of ports and airports. The evaluation will provide fundamental data to efficaciously plan further measures and investments. Moreover, through project publications, trainings and events, the staff but also other ports and airports will have improved their knowledge on how to adapt and use the tested solutions aimed at improving multimodal connections and environmental performances. |
| Project specific objective 1 title | Identification and analysis of replicable solutions and environmental assessments |
| Project specific objective 1 description | The identification and analysis of existing operational and technological solutions will be the starting point of the project. There is no need to spend important financial resources to invent some new solutions, as there are a plenty of on-going initiatives already successfully implemented in EU and worldwide. The first specific objective of the project is to focus on data collections of literature on current practices in intermodal connections and green management of ports and airports from countries all over the world, to capitalize the best practices and experiences already implemented and to identify particular examples of problems that exist, as well as notable examples of best practices. The specific objective is also to analyze the levels of their replicability and adaptability in involved areas of Italy and Croatia. When it comes to the environmental assessments, the aim is to understand what concretely the involved ports and airports must do in order to improve their environmental performances to reach EU standards. The assessments will provide additional data to successfully plan the measures (and future investments), which will contribute to the creation of low carbon transport system and new environmentally sustainable services in ports and airports. |
| Project specific objective 2 title | Testing of smart operational and technological solutions and evaluation of their transferability |
| Project specific objective 2 description | The second specific objective of the project is to test several smart operational and technological solutions (identified and analyzed in the first part of the project) in order to improve intermodal connections with other modes of transportation and to put in practice new schemes and models for a completely sustainable management of airports and ports. By testing the identified solutions, the partners will be able to guarantee less waiting and processing time for passengers from/to ports and airports and less congestions of terminal facilities which are very crowded in seasonal months. In addition, this phase will contribute to lower environmental impacts in terms of local air quality, energy consumption, carbon footprint, waste and water management. The specific objective is also to evaluate and demonstrate the feasibility, the effectiveness and the replicability of the identified solutions. The testing actions will enable airports and ports to detect the existing potentials but also obstacles and limits ports/airports have to solve for implementing a sustainable management. The implementation of the testing phase will be based on a transnational approach for supporting the transfer and the uptake of the tested solutions in other ports and airports located on Italian and Croatian coasts. |
| Project specific objective 3 title | Creation of networking opportunities to spread out the gained knowledge towards other ports&airports |

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| Project specific objective 3 description | The last specific objective is to disseminate as much as possible all gained results towards a number of stakeholders by creating the first Cross-border Forum of Green and Intermodal Airports and by training a number of operators, managers, administrators on how to adapt and use operational and technological solutions that have been tested through the project. The aim of the Cross-border Forum is also to exchange knowledge, priorities, obstacles and solutions with other ports and airports located in the programme area but also with local and regional authorities, airline/ferry companies, airports ownerships, aviation institution etc. The Forum will be the place where stakeholders will discuss and share the recommendations and measures to improve intermodal transportations and lowering environmental performances. The objective is also to train the personnel working in airports and ports (and not only those involved in the project) to professionally and successfully manage adapted operational and technological procedures. The main idea of this project is not just to identify and test a limited number of solutions which will improve the situation in involved territories, but to ensure that tested solutions can be easily transferred and adapted to other ports and airports located in the programme area (e.g Venice, Ravenna, Trieste, Split, Rijeka, Zadar etc.) |
| Outputs and results durability | The WP4 will concretely test some of the intermodal/low environmental impact solutions identified and analyzed in WP3. The partnership already agreed that each body will guarantee maintenance costs of the action after the project conclusion. Through the environmental assessments, the evaluation of testing actions and the Manual on identified solutions, the partners will create the basis for further developments and investments for concrete implementation of intermodal connections and green sustainable management. The cross-border trainings have been conceived to improve the knowledge of ports and airports' operators to enable them to correctly and successfully manage the operational and technological solutions in time. |
| Outputs and results transferability | The goal of the project is to identify and test operational and technological solutions that could be easily transferred and adopted on majority of ports and airports located in the Programme area. This goal will be achieved through 3 outputs/activities: organization of testing site visits during the implementation of testing phase in order to show to other ports and airports the benefits, strengths, risks but also the problems that must be overcome; realization of a technical manual which will contain also the recommendation on how the identified measures could be adapted and implemented also in other territories with similar characteristics; organization of a Cross-Border Forum to transfer the knowledge also to other ports and airports. |
| Intervention field | Other airports |
| Project context | |
| Coherence with EUSAIR | Yes |
| EUSAIR description | ADRIGREEN is coherent with EUSAIR as it will contribute in a clear way to the second specific objective of Pillar 2 "To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers". Considering that the objective of the project is to improve intermodality of ports and airports by identifying and testing new solutions to better connect them with other means of transportation, the partnership will act in coherence with some of the main recommendations included in the Strategy. It is well known that countries in both sides of the Adriatic Ionian Basin need to modernize the transportation sector also through intermodal investments. This project will achieve the territorial cohesion through better connections and integration among various modes of transport in Italy and Croatia. In addition, as specified in the Pillar 2, it will support and accomplish innovative transportation solutions with reduced costs and improved efficiency. |
| Coherence with EUSALP | |
| Coherence with EUSDR | |
| Coherence with relevant policies and plans (e.g. S3, RBMP, MSP, ICS, Urban and Regional Mobility plans) | Yes |
| Description of the coherence | At EU level the project is coherent with main transport strategies such as "European transport policy for 2020: time to decide" and "Roadmap to a Single EU Transport Area" as it tackles directly the issue of intermodal transport solutions by investigating and testing innovative schemes to enhance passengers processing in ports and airports. EU explicitly encourages the integration of systems and services which make easier for passengers to switch from one mode of transportation to another. In Italy, the project boasts a high coherence with a very recent National Ports and Logistic Strategic Plan, which identifies a set of goals to be reached by Italian ports on midterm, one for all, to increase the planning capacity of ports in the field of integrated passenger transport system. In Croatia the project directly contributes at the achievement of the "Transport Development Strategy of the Republic of Croatia 2014-2030" which specifically aims to improve transport connectivity. |

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| <p>Synergies</p> | <p>The WP3 consists of investigation on past and present projects and initiatives related to the sustainable management of ports and airports and intermodal solutions with other modes of transportation in order to share their methodologies, tools and results. In particular, 2 projects will be deeply investigated so as to capitalize their achievements. The Green Sustainable Airports (GSA) project, supported by the Interreg IVB North Sea Region Programme. This project was mainly focusing on the definition and implementation of creative solutions to make the participating regional airports greener by lowering their environmental impacts and to reduce their energy consumption. Another project, more focused on the airports energy efficiency management and on energy audits is the CASCADE project (ICT for Energy Efficiency Airports) of the 7th Framework Programme. In this case are considered very interesting the methodologies applied for the energy audit and the development of new ICT technologies for the operating ICT. Some partners have also participated in different EU funded projects whose results will contribute to ADRIGREEN implementation: ADRIAMOB multimodal mobility and maritime connections for passengers (IPA Adriatic 2007– 2013); INTERmodality Model creating an international network to promote the development of intermodal transport policies; EA SEA-WAY improving the accessibility and the mobility of passengers; INROSE strengthening maritime connections between the Adriatic coasts through the concrete activation of new fast-ferry services for the transport of tourists. Considering that intermodal connectivity has been partially investigated through these projects, the partners will use the main results of previous assessments to better develop their Action Plans. In addition, the project will contribute to urban mobility plans of all involved territories (e.g Mobility Sustainable Urban Plan of Rimini: to improve sustainable connections from Airport to entire Riviera Romagnola; Urban Mobility Plans of Pescara, Bari and Ancona which are working on better connections of ports, airports and other modes of transportation; Mobility Strategy of Dubrovnik to improve the passengers multimodality and solve problems of "Dubrovnik node". When it comes to Istra, the project is deeply related to ROP which foresee actions to decrease environmental impacts of transport activities such us traffic congestions and passengers processing during peak seasons.</p> |
| <p>Build on knowledge</p> | <p>The partnership includes regional airports and main port authorities located in the Adriatic region which are already committed in implementing local strategies and policies for both environmentally-friendly and low carbon management and multimodal and intermodal connections. The partnership has a deep knowledge of the state of art in these topics and a clear concept of the progress that ADRIGREEN will produce beyond the current state of art. The internal staff is already acquainted with some basic environmental monitoring tools, environmental strategic plan, and identification of codes of practice to lower the impacts of airport management. Pula Airport has already undertaken some actions since it has embraced the process of making airport management and operation environmentally responsible. In addition, Dubrovnik Airport has realized an Environmental Protection Strategy Plan for the period 2012 – 2020 introduced in 2011. This plan provides overall inputs for airport environmental protection activates and it is a basic guideline for development of Airport Environmental Management. The Apulia Airports has also embraced a path towards sustainability through a series of measures already made in the field of energy procurement, environmental impact mitigation systems, airport noise abatement policies and recycling of storm water that have turned airports of Apulia in a kind of experimental laboratory more and more oriented towards the use of last generation technology. With regards to intermodal solutions, a lot of international literature is available, identifying smart and feasible solutions on integrations. The project can learn from knowledge coming from experiences developed in North America and Europe, which are real and winning realities. In the Adriatic area tools to address and solve conflicts in the topic investigated are still largely lacking. ADRIGREEN intend to capitalize the knowledge of the first case in Europe of integration of two independent transport system, ports and airports systems in Copenhagen, an on-board airline check-in for cruise passengers. ADRIGREEN project needs to provide managers and stakeholders with strategies to plan adaptation and improvement in the context of promoting integrated management of the whole logistic chain, in supporting intermodal links to endorse local and transnational mobility, which is recognized as one of the weakness of the Adriatic region.</p> |
| <p>Cooperation criteria</p> | |
| <p>Joint development</p> | <p>Yes</p> |
| <p>Joint development description</p> | <p>Since the preparation phase the partnership has worked together in defining the core project idea and the activities to be implemented. The partners have shared a common view on how to scheme the project plot and how to involve the stakeholders. The progressive writing of the project has been daily shared by all partners in order to give them the opportunity of reviewing and feed-back on the project contents.</p> |
| <p>Joint implementation</p> | <p>Yes</p> |

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| Joint implementation description | The StC meetings where the top level decisions will be taken and the permanent project appraisal will be conducted ensure a cooperative and jointly project implementation. The international events will be defined with the support of all partners and the testing actions will be implemented with the full support and participation of the whole partnership. In addition, the joint development of WP will guarantee an effective and genuine joint implementation of the planned activities. |
| Joint staffing | |
| Joint staffing description | |
| Joint financing | Yes |
| Joint financing description | Several activities will be financed jointly by project partners such us Cross-Border Forum in Act. 5.1 or Trainings in Act 5.2. (one partner will organize the event, pay key speakers, while others will sustain travel and accommodation costs of participants and stakeholders. The some will be done during the training activities. The hosting partner will cover the organizational coasts, the University will provide some training models, while partners will cover travel and accommodation coasts for |
| Horizontal principles | |
| The project contributes to sustainable development | Yes |
| Description of the contribution to sustainable development | One of the key elements characterizing the partnership is the effort towards sustainable development. The project will indeed focus on reduction of carbon footprint, efficient use of resources, renewable energy use and reduction of GHG emissions mainly through testing activities related to green infrastructures and to sustainable integrated urban and regional development (intermodal and low environmental impact connections among different means of transportation, less congestions and better processing of passengers). The project will promote the use of green public procurement and activities with limited consumption of energy and natural resources. |
| The project contributes to equal opportunities and non-discrimination | Yes |
| Description of the contribution to equal opportunities and non-discrimination | The activities have been planned to not create any kind of discrimination based on racial or ethnic origin, religion or belief, disability, age or sexual orientation. The principles of equal opportunities are incorporate in statutes and code of conducts of all partner organizations. During each project activity, equal opportunity will be given to all participants, especially when it comes to participation at public events, international trainings or Forum. Every person (internal staff or stakeholders) will have the opportunity to participate in project activities. The only criteria that can be used in selection of participants is "personal motivations" to improve the knowledge. |
| The project contributes to equality between men and women | Yes |
| Description of the contribution to equality between men and women | The project will promote gender balance: a gender perspective will be integrated in assessing methodologies, tools and recommendations and the indicators will be identified for specific monitoring; gender balance will be endured in speakers' line-ups; the Steering Committee composition will reflect commitment to gender balance in membership structure. |
| NATURA 2000 | |
| Project with a likely effect on a natural habitat Natura 2000 sites | No |
| Only soft intangible measures are concerned | |
| Justification | |
| Contact person | |
| First name of the project contact person | Nina |
| Last name of the project contact person | Vojnic Zagar |
| Body/Institution | Pula Airport Ltd |
| Phone | 385989822348 |
| Email | Nina.Vojnic@airport-pula.hr |

Programme output indicator

| Programme output indicator | | Output indicator target |
|---|--|----------------------------|
| 4.103 Harmonized services for passengers put in place | | 2 |
| Project main output | Project main output description | Project main output target |
| New information service to speed up passengers processing | Integrated timetabling and sharing of real-time information on service status which will reduce the overall time of passengers processing in Ancona Port and Bari Port without large investments and years of realization.(TV:2) | 2 |

Target groups

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| Target group | Local, regional and national public authorities |
| Target value | 14 |
| Description | All municipalities where ports and airports are located will be involved in dissemination activities. Regional authorities are in most cases "owners" of several airports. Their involvement will be important in order to plan further investments and solutions to be implemented on ports and airports. Both Ministries of Transportation will be involved in the Forum so as to capitalize the successful tested solutions, which could improve national transportations systems. |
| Target group | Enterprises, transport operators including operators of multimodal logistics hubs, infrastructure providers |
| Target value | 25 |
| Description | Considering that new intermodal connections must be implemented in partnership with other means of transportation, the collaboration with enterprises and transport providers is indispensable. Several transportation companies, airline and ferry companies and other companies working on airports/ports facilities will be involved directly in the assessment and in the testing phase. Other ports/airports located in Italy&Croatia will benefit from results through the public events, training activities |

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| Target group | Regional innovation agencies |
| Target value | 5 |
| Description | Regional innovation agencies can have a very important role in identification of smart and suitable solutions which could improve or solve transportation problems. Several Regional agencies located in the programme area already implemented some very interested investigations and analysis related to intermodal connections and environmental performances of transportation regional systems which could be used during the preparation of Joint Actions Plans. |

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| Target group | Education and training organisations as well as universities and research institutes |
| Target value | 8 |
| Description | Although the Polytechnic University of Marche is the partner of the project, other universities such Dubrovnik, Pula, Bari, Split, Rijeka ecc. will be involved in the capitalization process, training activities and Cross-border Forum of Green and Intermodal Ports and Airports of the Adriatic. Education and research institutes all over the EU might be invited to collaborate during the identification of solutions to be transferred in the programme area. |

Partner - Natura 2000 sites involved

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| Natura 2000 sites involved | |
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G - Communication approach

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| Title of communication objective 1 | Raise awareness on benefits deriving from new intermodal services for passengers and actions aimed at reducing environmental impacts of ports and airports |
| Description | Considering that all involved partners are suffering from lack of integration with other means of transportation and, at the same time, are dealing with a high number of passengers during the peak season, it is very important to inform the passengers but also the policy makers and operators on benefits produced by new intermodal solutions and measures to make ports and airports greener. On one side, the passengers and policy makers need to know how their trips and local communities can be positively influenced by new solutions and services but also their attitude have to change when it comes to support and sustain more environmentally sustainable modes of transportation |
| Target groups | Target of this communication objectives are passengers, citizens living in involved cities and local/regional administration responsible for planning of urban mobility and transportation policies. Indirectly, the target will be also other airports and ports and touristic promotional agencies. |

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| Tactics/approach | <p>The above mentioned target groups will be reached through following activities:</p> <ul style="list-style-type: none"> - press conferences organized in each territory - elaboration of a publication about the project in Italian and Croatian language to promote the project activities and results - Layman's report in Italian and Croatian language to explain the benefits generated by the project - publishing of articles on relevant EU magazines - production of 1 professional movie documentary presenting the main achievements and explaining to passengers and citizens concrete benefits produced by project activities. The movie will be broadcasted on TV, internet and shown to passengers transiting through airport and ports' terminal. |
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| Title of communication objective 2 | Increase knowledge on identified and tested solutions for intermodal transportation and for lowering environmental impacts of involved ports and airports |
| Description | Once the operational and technological procedures have been identified and tested, the partners will implement several activities to demonstrate the benefits of actions and to show to potential stakeholders how the measures should be managed in order to be successfully adapted and to overcome potential risks. Thanks to the project, the stakeholders will improve their knowledge on several aspects related to intermodal transportation and green management of ports and airports: management of pavement assets, monitoring of energy and recourses consumptions, waste and water management, setting up new agreements to enhance the connections of ports and airports with other modes of transportation, integrated timetabling, smart solutions to collaborate with private and public transportation services. |
| Target groups | Target of this communication objective will be other ports and airports located in the Programme area (Airport of Venice, Northern Adriatic Sea Port Authority, Airport of Trieste, Airport of Bologna, Terminal Passaggeri Venice, Ravenna Port Authority, Airport of Ancona, Airport of Split, Airport of Rijeka, Split Port Authority, Rijeka Port Authority), municipalities where involved ports and airports are located, regional authorities which own the airports and companies which are working on management of transportation services related to ports and airports: airline and ferry companies and other transportation services. |
| Tactics/approach | <p>The above mentioned target groups will be reached through following activities:</p> <ul style="list-style-type: none"> - during the implementation of each testing action the partners (ports and airports) will organize a testing site visit to present the operational codes, benefits, weakness, problems to be avoided. - dissemination of a technical manual on identified solutions which will provide data on tested actions and on their applicability in other areas. - organization of a Cross-border Forum in Ancona to present the state-of-art of ports and airports operating in Adriatic and to exchange knowledge and experience on specific topics related to intermodal solutions for ports and airports, measures to be transferred and adapted, operational code and technological innovation in field of environmental performances of ports and airports. |

H - Budget general information

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| Does the project opt for staff simplified cost option? | No |
| Does the project require office and administration costs? (15% of staff costs)? | Yes |
| Does the project include small scale infrastructures? | Yes |
| Evidence of net revenues | No |
| Activities outside the programme area | No |

Infrastructures list

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| Title | Public Solar Electrical Vehicle Charging Stations at Pula Airport |
| Description | <p>There is no EV charging station at Pula Airport even though the number of electrical vehicles is increasing. Several rent-a-car companies are starting to offer electrical vehicles as the number of passengers/travellers asking for such kind of transportation is increasing year by year. Unfortunately, such demand is not supported by public sector, which should provide sufficient number of charging station that could allow the travel by electrical vehicles possible. The paradox at Pula Airport is that several rent-a-car companies are already renting electric vehicles but there are no EV charging stations on the airport and the companies/users are forced to charge their vehicles outside. In this way, the passengers and tourists are not stimulated to rent/use electrical vehicles. The idea of this investment is to test a new photovoltaic EV charging station which will be used by private cars but also by a rent-a-car companies. This investment will be in line with other intervention that Pula Airport is implementing to create a more environmental-friendly and low carbon airport (e.g electrical bus shuttles, new and sustainable connection with port of Pula and other touristic destination). This new service will be accompanied by a marketing campaign towards passengers, citizens, hotel associations and local authorities. The idea is to make another very important step to connect the airport with alternative and sustainable mode of transportation.</p> |
| Justification | <p>It will be a public service offered to passengers and visitors who might require a charging station for their electrical vehicles, taking the chance of the waiting time due to the forthcoming trip but also it will be used by car-rent companies that are providing electrical car. The charging station will be designed to guarantee energy supplies 24 hours a day, even in the worst case when higher energy available is consumed. For that reason the installation will be provided with connection to the electrical main grid. The station will match the highest EU quality standards. It has been evaluated that this station will significantly improve the environmental performance of the airport and at the same time it will give the possibility to passengers to travel to/from the airport with an alternative and sustainable mode of transportation, which today is not possible. The Airport will ensure financial resources to make the stations operative and functional once the project has been concluded.</p> |
| Risks associated | <p>The main risk is related to lack of promotion of the service. For this reason, the Pula Airport will implement the investment by making specific agreement with rent-a-car companies, local authorities and touristic association. Good advertising will be essential to build a successful EV charging station, which will be used both by rent-a-car and citizens. In addition, to overcome the risk of having a EV charge station that will not be used properly, Pula Airport will pay attention of following elements: to make the design and structure of the Electric charging station user friendly and inviting; to train adequately the operators on the usage of the electric charging process, safety rules and any emergency situation.</p> |
| Start date | 01/09/2019 |
| Delivery date | 31/03/2020 |
| Documentation | 1. The main project approved by the responsible engineer.2. Electro-energetic approval by the HEP Operator |
| Ownership | PULA AIRPORT LTD |
| WP Related | Testing and evaluating innovative intermodal and low-carbon solutions |
| Budget | € 51.000,00 |

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| Province/Country of the main site location | Istarka |
| Municipality | LIŽNJAN - LISIGNANO |
| Address | VALTURSKO POLJE |
| Civic number | 210 |
| ZIP code | 52204 |
| Town | LIZNJAN |

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| Involved partner | PULA AIRPORT LTD |
|-------------------------|------------------|

| | |
|---|---------------------|
| Province/Country of the main site location | Istarka |
| Municipality | LIŽNJAN - LISIGNANO |
| Address | VALTURSKO POLJE |
| Civic number | 210 |
| ZIP code | 52204 |
| Town | LIZNJAN |

| | |
|-------------------------|------------------|
| Involved partner | PULA AIRPORT LTD |
|-------------------------|------------------|

I - Project

Project main location

| | |
|---------------------|---------------------|
| Country | HR |
| Municipality | LIŽNJAN - LISIGNANO |
| Address | VALTURSKO POLJE |
| Civic number | 210 |
| ZIP code | 52204 |
| Town | LIZNJAN |

Project other locations

| | |
|---------------------|-----------|
| Country | HR |
| Municipality | DUBROVNIK |
| Address | DOBROTA |
| Civic number | 24 |
| ZIP code | 20213 |
| Town | ČILUPI |

Project other locations

| | |
|---------------------|--------------|
| Country | IT |
| Municipality | RIMINI |
| Address | VIA FLAMINIA |
| Civic number | 409 |
| ZIP code | 47924 |
| Town | RIMINI |

Project other locations

| | |
|---------------------|---------------------------|
| Country | HR |
| Municipality | DUBROVNIK |
| Address | OBALA PAPE IVANA PAVLA II |
| Civic number | 1 |
| ZIP code | 20000 |
| Town | DUBROVNIK |

Project other locations

| | |
|---------------------|---------------|
| Country | IT |
| Municipality | ANCONA |
| Address | MOLO S. MARIA |
| Civic number | 1 |
| ZIP code | 60121 |
| Town | ANCONA |

Project other locations

| | |
|---------------------|-------------|
| Country | HR |
| Municipality | PULA - POLA |
| Address | RIVA |
| Civic number | 2 |
| ZIP code | 52100 |
| Town | PULA |

Project other locations

| | |
|---------------------|-----------------------------|
| Country | IT |
| Municipality | BARI |
| Address | PIAZZALE CRISTOFORO COLOMBO |
| Civic number | 1 |
| ZIP code | 70121 |
| Town | BARI |

Project other locations

| | |
|---------------------|-------------|
| Country | IT |
| Municipality | ANCONA |
| Address | PIAZZA ROMA |
| Civic number | 22 |
| ZIP code | 60121 |
| Town | ANCONA |

Project other locations

| | |
|---------------------|--------------------|
| Country | IT |
| Municipality | BARI |
| Address | VIALE ENZO FERRARI |
| Civic number | 1 |
| ZIP code | 70128 |
| Town | PALESE BARI |

Project other locations

| | |
|---------------------|-----------------------------|
| Country | IT |
| Municipality | PESCARA |
| Address | VIA TIBURTINA VALERIA KM229 |
| Civic number | 1 |
| ZIP code | 65131 |
| Town | PESCARA |

Project workplan

| WP (N/Title) | Activity (N/Title) | Activity start date | Activity end date | Involved partners (EN Name) |
|--|--|----------------------------|--------------------------|---|
| WP 0 - Project preparation | Act 0.1 Preparation of the proposal | 12/12/2016 | 03/07/2017 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 1 - Project management and coordination of activities | Act 1.1 Start-up activities | 01/01/2019 | 28/02/2019 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 1 - Project management and coordination of activities | Act 1.2 Day to day project management, coordination and internal communication | 01/01/2019 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |

| WP (N/Title) | Activity (N/Title) | Activity start date | Activity end date | Involved partners (EN Name) |
|--|---|---------------------|-------------------|---|
| WP 1 - Project management and coordination of activities | Act 1.3 Steering and monitoring of the project implementation | 01/01/2019 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 1 - Project management and coordination of activities | Act 1.4 Financial Management | 01/01/2019 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 2 - Communication activities | Act 2.1 Start-up activities | 01/01/2019 | 28/02/2019 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) |
| WP 2 - Communication activities | Act 2.2 Publications and realization of communication tools | 01/04/2019 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 2 - Communication activities | Act 2.3 Movie documentary | 01/02/2020 | 30/09/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) |

| WP (N/Title) | Activity (N/Title) | Activity start date | Activity end date | Involved partners (EN Name) |
|--|---|---------------------|-------------------|---|
| WP 2 - Communication activities | Act 2.4 Public events | 01/08/2020 | 30/09/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 3 - Identification of innovative solutions and Action Plan Definition | Act 3.1 Replicability: research and analysis replicable operational and technological solutions | 01/02/2019 | 30/06/2019 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 3 - Identification of innovative solutions and Action Plan Definition | Act 3.2 Environmental assessment | 01/03/2019 | 31/07/2020 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 3 - Identification of innovative solutions and Action Plan Definition | Act 3.3 Joint Action Plans Definition | 01/09/2019 | 30/09/2020 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 4 - Testing and evaluating innovative intermodal and low-carbon solutions | Act 4.1 Testing phase | 01/01/2020 | 31/08/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |

| WP (N/Title) | Activity (N/Title) | Activity start date | Activity end date | Involved partners (EN Name) |
|--|---|---------------------|-------------------|---|
| WP 4 - Testing and evaluating innovative intermodal and low-carbon solutions | Act 4.2 Elaboration of manual on identified solutions and practices | 01/08/2020 | 31/10/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 5 - Networking and training on Green and Intermodal solutions | Act 5.1 Organization of the Cross-Border Forum | 01/11/2020 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |
| WP 5 - Networking and training on Green and Intermodal solutions | Act 5.2 Training activities | 01/11/2020 | 31/12/2021 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD; AIRIMINUM 2014 S.P.A.; AIRPORTS OF APULIA; CENTRAL ADRIATIC PORTS AUTHORITY; DUBROVNIK AIRPORT LTD; DUBROVNIK PORT AUTHORITY; PULA AIRPORT LTD; PULA PORT AUTHORITY; SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI); UNIVERSITY POLITECHNIC OF MARCHE |

Work package details 0

| | |
|--------------------------------------|---|
| Work package number | 0 |
| Title | Project preparation |
| Description | <p>The first project idea became concrete in July 2016, when Pula Airport and Dubrovnik Airport decided to join their efforts to improve airports access to city centres and to better integrate their airports in the regional and national network of other transport modes. Considering the forecasts of important traffic growth for the years to come, Pula and Dubrovnik Airports started to think about new solutions to solve several congestion and environmental problems that affect their territory (Istria and Dalmatia).</p> <p>In November 2016, Pula Airport participated at Italy-Croatia CBC Programme Kick-off Event in Venice, in order to understand all aspects of this new financial instrument and to clarify with JS if and how the identified needs could be solved through a cross-border cooperation supported by INTERREG Italy-Croatia.</p> <p>The kick-off event in Venice was also the occasion to meet and discuss the project idea with several potential partners from Italy.</p> <p>The composition of the partnership represented a very important phase as it was based on a detailed analysis of transportation problems and needs identified at local and regional levels. Even though the LP received a significant number of expressions of interest to join the project (Local and Regional Authorities, Research Agencies, Development Agencies), the selection of each partner was a result of a long discussions and analysis between the LP and potential partner through which several aspects have been investigated: real congestions problems, scenario of transport evolution at 15-20 year time horizon, current intermodal infrastructures, motivation of Managers etc.</p> |
| WP expected outputs | |
| Durability of WP outputs | |
| Transferability of WP outputs | |
| Responsible partner | ZRAČNA LUKA PULA D.O.O. |
| Budget | € 14.000,00 |

Activity details 0.1

| | |
|------------------------------|--|
| Activity number | 1 |
| Title | Preparation of the proposal |
| Description | Once the partnership has been defined, Pula Airport prepared an initial draft, firstly discussed with JS (whose suggestions were carefully taken into consideration) and then circulated between potential partners, together with a detailed PP Info KIT. All the PP, through the mentioned Info KIT, have provided accurate information and contributions for the project preparation. The LP have collected all information and prepared an updated version of the draft which was discussed via Skype with each partner. Separate meetings were organized with partners from Ancona and Rimini to discuss their involvement and pilot activities. The final version of ADRIGREEN project is the result of this accurate and participated preparatory phase |
| Start date | 12/12/2016 |
| End date | 03/07/2017 |
| Activity deliverables | Application Form of the project |
| Activity budget | € 14.000,00 |

| | |
|---------------------------|--|
| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Work package details 1

| | |
|--------------------------------------|---|
| Work package number | 1 |
| Title | Project management and coordination of activities |
| Description | In this WP the activities aim at ensuring a sound management and coordination of the project concerning both the overall project management and all aspects linked to the financial management. The WP1 will guarantee that the project will be implemented according to the agreed work plan and foreseen financial resources. In addition, this work package defined all procedures for day-to-day project management and coordination, reporting and evaluation procedures, risk and quality management. The management structure of the partnership and project implementation (and related decision-making process and monitoring) will be based on a transnational Steering Committee (StC), that will take the top-level decisions and appraise the project progress, usually during the project meetings. The LP will ensure the day-to-day coordination of the project implementation, by putting into practice the decisions of the Steering Committee. The WP's responsible/coordinators are in charge of the achievement of the planned outputs and results of their Work Package, in duly time and with the agreed quality, under the general coordination of the Lead Partner, as unique responsible towards the Managing Authority. An administrative framework for the project will be established at the beginning of ADRIGREEN project (technical and financial management, human resources management, procurement of equipment, secretarial requirements, communication with JTS, internal communication within the partnership). In order to prevent every kind of conflict or problem and avoid obstacles, a risk assessment will be done at the beginning of the project. This analysis will take into consideration, besides general project risks, some specific risks linked to the features of the partnership: a) unexpected change of activities; b) problems with task and roles; c) no experience in management of EU funded projects; d) communication in English language. |
| WP expected outputs | |
| Durability of WP outputs | |
| Transferability of WP outputs | |
| Responsible partner | ZRAČNA LUKA PULA D.O.O. |
| Budget | € 390.157,00 |

Activity details 1.1

| | |
|------------------------------|---|
| Activity number | 1 |
| Title | Start-up activities |
| Description | The LP will organize the Kick-off meeting in Pula. In that occasion, the partnership will establish the Steering Committee (StC) which will represent the main management unit of the project. The StC will be chaired by LP and composed by 1 member of each PP and it will be responsible for taking all relevant decisions and corrections with the reference to project activity implementation and any required adjustments in the WPs, review and approval of outputs and deliverables, financial performances of the partners, monitoring and reviewing the project status, settling any dispute among partners. At the kick-off meeting, the LP will also present a draft version of project handbook where the planned activities, the role of each partner and the project timetable will be reported to make clear to whole partnership the role assigned and what exactly they are expected to do. At the kick-off the partners will agree also on internal monitoring procedures, which will be coordinated by LP. |
| Start date | 01/01/2019 |
| End date | 28/02/2019 |
| Activity deliverables | <p>1) Steering Committee procedures: at the kick-off meeting the partners will established the Steering Committee, the decision-making system rules, the role of the LP and PPs in the StC meeting, the general schedule of the project meeting and place where to organize them (M1).</p> <p>2) Project handbook: the document will give a clear vision of the strategic objectives of the project and main results to be obtained. It will be conceived as a tool to make more understandable the goals, activities, role of each partner and deliverables to be produced. The handbook will guide the partnership for the entire project development. On the first StC meeting, different aspects, not defined in the AF, will be reported in the handbook. The document will be divided into two parts: administrative&financial issues and technical activities (M2).</p> <p>3) Monitoring templates: at the kick-off meeting the LP will present and explain how the monitoring templates should be filled in so as to perform an efficient and regular monitoring of activities, deliverables, output, management and results (M1)</p> <p>4) Risk assessment report: the report will contain the analysis of main possible risks (unexpected change of activities, problems with tasks and roles, no experience in management of EU funded projects etc.) and the measures and procedures that should be undertaken in case of problems.</p> |
| Activity budget | € 15.116,93 |

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| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 1.2

| | |
|------------------------------|--|
| Activity number | 2 |
| Title | Day to day project management, coordination and internal communication |
| Description | The Lead Partner will appoint the Project Manager (PM) who will be responsible for all aspects concerning overall coordination and reporting and any other related issue. The Project Manager will work in close cooperation with Financial Manager, who will carry out financial management of the project. The Project Manager will coordinate the activities of each partner (beyond its own) by frequently contacting them in order to ensure that everybody respects the agreed work plan and timetable, the deadlines etc. The Project Manager will work in close cooperation with local management units, composed by Local Project manager (LPM), Local Financial Manager (LFM) and Local Communication Manager (LCM), which will be appointed by each partner at the beginning of the project. At project meeting, the Project Manager will present the state of art of project activities and present to the StC main problems and achievements. The communication with partners will be performed via email, Skype and phone |
| Start date | 01/01/2019 |
| End date | 31/12/2021 |
| Activity deliverables | 1) 5 Monitoring reports: the reports will be presented and discusses during each Steering Committee meeting. Each report will be composed by: a) deliverable monitoring report: planned deliverable for the reporting period and state of work of the planned deliverable; b) outputs monitoring report: planned outputs for the reporting period and state of work of the planned output; c) results monitoring report: planned results for the reporting period, state of art of the planned results; d) management monitoring report: partners efforts and costs divided per period/WP, organizational and management performance (effective maintenance of tasks, timing, delays), partnership performance (level of communication and cooperation, problems arose within the partnership. (M6, M12, M18, M25) 2) Roles and tasks of local management units: at the beginning of the project each partner will appoint local project manager, local financial project manager and local communication manager. Their roles and tasks will be clearly defined and agreed among partners. The composition of local management unit will be presented at first project meeting and in case of any change in its composition, the StC will be immediately informed (M1) |
| Activity budget | € 78.558,00 |

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|---------------------------|--|
| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 1.3

| | |
|------------------------------|---|
| Activity number | 3 |
| Title | Steering and monitoring of the project implementation |
| Description | The Steering Committee will be set up in Pula and it will meet 4 time during the project duration. The meetings of the StC will be organized in Bari (M6), Rimini (M12), Ancona (M18), Dubrovnik (M25). The StC will be the main decision-making body and during each meeting it will take relevant decision and correction with reference to project activities implementation and any required adjustments in the WPs, review and approval of outputs and deliverables to be produced, financial performances of the partners and of the whole project and monitoring and reviewing the project status. In addition, the LP will appoint one external and independent evaluator which will assess the quality of the methodologies, the tools and the final results obtained in each technical WP. The role of the evaluator is to assist the whole partnership in improving the quality and effectiveness of the activities and at the same time he will asked to highlight strong and weak points of the actions. |
| Start date | 01/01/2019 |
| End date | 31/12/2021 |
| Activity deliverables | <p>1) Steering Committee proceeding: the partnership will organize 4 StC meetings to assure strict cooperation among partners and to evaluate the state-of-art of the on-going activities. For reach meeting, proceedings will be prepared by LP and shared with the partnership. The decisions of the StC are expected to be taken by consensus. When missing, decision will be taken by a majority of votes (M1, M6, M12, M18, M25).</p> <p>2) Assessment report elaborated by External Evaluator: The evaluator will follow the technical implementation with the aim of ensuring a better quality of the project performance. He/She will monitor all technical activities but also provide solutions to eventual problems favouring a self-learning process. During the project implementation the evaluator will also give suggestions and eventually corrections by following the main steps of the WP. He/She will produce 3 reports that will be used by the partners as a tool for improving the work and for avoiding mistakes which could affect the project (M12, M18, M25).</p> |
| Activity budget | € 97.707,09 |

| | |
|---------------------------|--|
| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 1.4

| | |
|------------------------------|---|
| Activity number | 4 |
| Title | Financial Management |
| Description | Day-day-day financial management will be carried out according to Financial and Reporting Rules established by the Programme. The LP will appoint the Financial Manager who will work in close cooperation with the Project Manager and will be responsible for monitoring financial performance of the project. The Financial Manager will assist each partner in local financial reporting by providing indications and recommendations, monitoring the procedures and elaboration of financial reports. During each project meeting, the Financial Manager will present the financial situation of the project, point out spending delays and suggest strategies to catch up with delays without jeopardizing the quality of the project. Periodically, the Financial Manager will ask each partner to provide information regarding the public procurement procedures, contracts signed or planned to be signed, recourses committed but not spent. |
| Start date | 01/01/2019 |
| End date | 31/12/2021 |
| Activity deliverables | <ol style="list-style-type: none"> 1) Financial Reports: financial reports submitted by each partner per each reporting period 2) Application for Reimbursement submitted by the Lead Partner to the Payment Authority 3) Financial performance monitoring report presented during each Steering Committee meeting with clear explanation of current financial situation. |
| Activity budget | € 198.774,98 |

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|---------------------------|--|
| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Work package details 2

| | |
|--------------------------------------|---|
| Work package number | 2 |
| Title | Communication activities |
| Description | <p>The communication strategy has been planned to spread the findings, new knowledge, events and initiatives, results achieved by ADRIGREEN to stakeholders, citizens and passengers with a special focus on range of standards, policies, integrated measures to address environmental problems of airports located in Adriatic e intermodal solutions (technological improvements, operating procedures etc) to address the low integration between different modes of transportation on Adriatic coasts. The strategy will involve all those actors (local, national and international) that can have an impact on the policies and on the practices able to improve the intermodal connectivity and reduce the environmental impacts and the carbon footprint of airports and ports. The project will implement a combined communication-dissemination strategy addressed to a diversified targeted public: airlines/cruise/ferry companies, airports and ports located in Adriatic area, policy makers, passengers, staff working in airports and ports, aerospace manufacturers. The communication & dissemination activities will raise the awareness for project findings and will have the potential to impact positively on different kinds of airport and ports' operating procedures. Thanks to the transnational approach of the action and the involvement of stakeholders from 2 countries, the proposed strategy will guarantee the transferability of the results to other target groups, sectors and geographical areas. Indeed, the communication activities are crucial element for the project's success and these actions will be developed across and throughout its implementation. The WP will be implemented at 2 levels: 1. Implementation of Transnational Integrated Communication Campaign (Implemented by WP coordinator); 2. Implementation of Local Integrated Communication Campaign (Implemented by each partner at local/national level. The WP coordinator will perform also the evaluation of all communication activities on 6 month basis</p> |
| WP expected outputs | |
| Durability of WP outputs | |
| Transferability of WP outputs | |
| Responsible partner | ZRAČNA LUKA PULA D.O.O. |
| Budget | € 252.501,00 |

Activity details 2.1

| | |
|------------------------------|---|
| Activity number | 1 |
| Title | Start-up activities |
| Description | <p>At the Kick-off meeting the Southern Adriatic Sea Port Authority will present the Communication Strategy to be discussed and agreed with all partners. The strategy will apply the rational of the following methodology: a) identification of the message(s) to disseminate/mainstream; b) identification of the target audience with reference to the message(s) envisaged; c) identification of appropriate tools to achieve the target audience; d) elaboration of an implementation programme in order to make the strategy operational. It will be a process implemented throughout all the project lifetime. Within the first two months of project implementation, each partner will organize a press conference to present the objectives and activities of ADRIGREEN project. Each partner will appoint a Local Communication Manager who will coordinate all communication activities at local level and report on regular basis towards WP2 Leader and Lead Partner.</p> |
| Start date | 01/01/2019 |
| End date | 28/02/2019 |
| Activity deliverables | <p>1) Project Integrated Communication Strategy: the strategy is intended to ensure an affective and shared management of the knowledge generated by the project activities (M1) 2) Press articles, interviews or news on TVs, radio and web: press conference will be organized in each involved city with the aim of broadcasting a wider public about ADRIGREEN scope: 1 press-conference in Pula (organized jointly by Pula Port Authority and Pula Airport); 1 press-conference in Ancona (organized jointly by the University and Port Authority); 1 press-conference in Dubrovnik (organized jointly by Dubrovnik Airport and Dubrovnik Port Authority); 1 press-conference in Bari (organized jointly by Airports of Apulia and Port Authority) and 1 press-conference in Rimini. (M1-M2)</p> |
| Activity budget | € 9.061,15 |

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|---------------------------|--|
| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 2.2

| | |
|------------------------------|---|
| Activity number | 2 |
| Title | Publications and realization of communication tools |
| Description | In order to spread main project findings (manual with intermodal solutions, assessment results, setting up the Network, demonstration findings), the partnership will realise several publications, both at transnational and national level: a) elaboration of one project publication in English containing the main information about the project but also the situation of each port/airport and measures undertaken to reduce the environmental impacts and improve intermodality; b) preparation of 1 regional layman's report in each national language to increase the number of people reached by the message at national and local level: layman's report describe the complex and technical issue using terms that average individual can understand, so they may can comprehend the issue to some degree; c) 1 articles on main achievements published on relevant EU paper magazines; d) preparation of articles/news about the project activities to be published on Programme web platform and social media. |
| Start date | 01/04/2019 |
| End date | 31/12/2021 |
| Activity deliverables | <ol style="list-style-type: none"> 1) Project publication: this deliverable will represent the official project publication which will contain all relevant information about the project. The Southern Adriatic Sea Port Authority will be responsible for its production while each partner will print and disseminate at latest 300 copies (M10) 2) Regional layman's report: the Southern Adriatic Sea Port Authority will provide design of the report and each partner will elaborate its own content to be included in it. The layman's report will be produced in electronic version but also available for printing (300 copies per partner) (M19) 3) 1 articles describing objectives, activities and achievements of the project published on relevant EU paper magazine such us The Parliament Magazine, The Green Economist etc (M20) 4) at least 20 news/documents about project uploaded on Programme web platform and social media (M25) |
| Activity budget | € 96.817,57 |

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| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 2.3

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| Activity number | 3 |
| Title | Movie documentary |
| Description | The partnership will produce 1 professional movie documentary on the project that documents the main implementation phases to be broadcasted on TV and internet but also to be shown to passengers transiting through ports and airports' terminals. The aim of the movie is not just to present the main achievements of involved ports and airports in improving intermodal connectivity and environmental performances but also explain to passengers concrete benefits generated by implemented solutions and importance of actions aimed at reducing pollution caused by aircrafts and connected facilities. The movie will also contain several interviews to staff and passengers travelling in concerned area. The Southern Adriatic Sea Port Authority will engage the company that will collect material from ports/airports and record new video from testing phases. The video will be in English with subtitles in Italian and Croatian. |
| Start date | 01/02/2020 |
| End date | 30/09/2021 |
| Activity deliverables | 1 Professional movie documentary: the movie will last approximately 30 minutes and it will be recorded in HD. The responsible partner will produce several formats in order to allow the partners to disseminate it through different channels (Internet, TV, Web). (M20) |
| Activity budget | € 67.282,00 |

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| Activity locations | |
| Municipality | |
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Activity details 2.4

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| Activity number | 4 |
| Title | Public events |
| Description | Once the testing phase has been finalized, each area will organize a visit of their facilities by inviting a number of national stakeholders (other ports and airports, local and regional authorities, Cruise/ferry companies, Air companies, Enterprises, Research Institutions, other ports and airports located in Adriatic area). The aim of site visits is to present implemented solutions/operating codes/technological innovation to demonstrate their benefits for the community (less congestions, less pollutions), benefits on the passengers who are using both airplane and ferry/cruise (more efficient processing of passengers) but also to raise awareness on the importance of unified and coordinated measures to reduce air and maritime traffic impact on the environment. Each partner will invite also other regional airports and port authorities (not involved in the project) to attend the testing site visit (e.g Rijeka Airport&Port, Zadar Airport and Port, Trieste Airport and Port, Ancona Airport). |
| Start date | 01/08/2020 |
| End date | 30/09/2021 |
| Activity deliverables | 6 testing site visit programmes: each port and airport (in collaboration if from the same area) will prepare the programme of the visit. The invitation will be sent to all relevant stakeholders. At least 20 stakeholders should participate in each site visit. Also the press and TV stations will be invited to participate at the site visits. (M22) |
| Activity budget | € 79.340,28 |

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| Activity locations | |
| Municipality | |
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Work package details 3

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| Work package number | 3 |
| Title | Identification of innovative solutions and Action Plan Definition |
| Description | <p>Within this WP, the partners are committed to: a) make a general overview of existing solutions for lowering airports/ports environmental impacts and for intermodal connection of ports/airports with other means of transportation; b) evaluate the environmental impacts of involved ports and airports; c) define 2 Joint Action Plans: one for developing a more sustainable Adriatic transportation system and another in which the partners will identify a set of possible innovative intermodal solutions that could be adopted in Adriatic area.</p> <p>Preparing a sound and complete state-of-art is the premise for the definition of the Joint Action Plans. For this reason, the very first activities are focused on the identification and capitalization of the existing solutions (on-going initiatives already successfully implemented in EU and worldwide). The main needs of ports/airports involved in the project have been already identified and examined in depth during the preparation of the proposal but all partners observed a lack of knowledge regarding suitable solutions that could improve the processing of passengers, integrate pavement management policies, and make airports and ports more environmental friendly and low carbon.</p> <p>The second activity is focused on the implementation of specific tool, the environmental assessment impact of ports and airports. This tool, jointly implemented by the participating airports and ports on the basis of guidelines delivered by WP leader, entails to the project to define a tailored action plan and demonstration actions to the needs and obstacles that partners encounter to make their management less environmentally damaging, to improve the performances in terms of GHG emissions and to integrate the facilities (ports and airports) with other means of transportation in their area.</p> <p>The Joint Action Plans are conceived for participating ports/airports identifying the best practices or/and innovative solutions to be implemented in the testing phase</p> |
| WP expected outputs | <p>1) International investigation: the research will identify and analyse the best solutions already implemented worldwide that could be easily imported and adapted in Adriatic area. It is a fact that the intermodal connections, especially those related to airports and ports, are still poorly approached in Italy and in Croatia and for this reason it is necessary to broaden the view towards those countries (North Europe & North America) where the public and private sectors successfully implemented a number of multimodality solutions to connect ports and airports. The investigation will also research on-going operational and technological initiatives for making ports and airports environmentally friendly, with particular attention to pavement construction and maintenance activities. Therefore, the investigation will be the first step in defining a set of schemes and solutions that are already tested in other countries and that can be adopted in local contexts. The international investigation will be performed by the Polytechnic University of Marche and the results will be summarized in a Capitalization Report (elaborated in English, Italian and Croatian languages)</p> <p>2) Environmental Assessment: each airport and port participating in the project will perform an environmental assessment on the basis of specific guidelines prepared by Polytechnic University of Marche.</p> <p>3) Joint Action Plans: based on the results of the investigation and environmental assessment, the partnership will elaborate 2 Joint Action Plans: a) Joint Action Plan containing identified mixed-mode commuting solutions to be implemented in involved area; b) Joint Action Plan containing recommendations and solutions to lower the environmental impacts of some single airport/port operations/activities. These outputs are developed through a transnational approach, ensuring the feasibility, effectiveness and transferability of the actions into the regional airports and their territories of the Adriatic area.</p> |
| Durability of WP outputs | <p>The Capitalization Report is the output of this work package which will be used also once the project has been finalised. As described below the Manual will contain main results of the international investigation: useful data related to intramodality, best practise, operational and technological schemes to reduce environmental impacts of airports and ports, innovative solutions, procedures and techniques, SWOT analyses, funding schemes etc. All these information will remain at the complete disposal of the partnership (and stakeholders) for further implementation of intermodal and low-carbon solutions in their facilities. Considering that within the framework of the project ADRIGREEN, the partners will implement only small testing actions, the Capitalization Manual will be useful for planning additional measures that require major investments.</p> |
| Transferability of WP outputs | <p>The international investigation will collect a number of low-impact intermodal solutions that could be adapted on majority of ports and airports located in Adriatic area. It means that also ports and airports not directly involved in the project as partners could benefit from solutions identified through research activity. In fact, the partners will produce a documentary movie and organize several public events where all those solutions will be presented. All ports and airports with similar characteristic operating in Adriatic basin (Rijeka Port and Airport, Zadar Port and Airport, Split Port and Airport, Ancona Airport, Venice Port and Airport) will be invited at public events and all above listed authorities will be free to use the results of the transnational research (schemes, techniques, SWOT) in case they are intended to implement measures aimed at improving intermodal connections and environmental performances.</p> |
| Responsible partner | UNIVERSITA' POLITECNICA DELLE MARCHE |
| Budget | € 280.118,34 |

Activity details 3.1

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| Activity number | 1 |
| Title | Replicability: research and analysis replicable operational and technological solutions |

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| Description | Existing solutions (techniques, methods, investments schemes, applications) will be the starting point of the project. When it comes to integration of facilities with other modes of transportation, reducing impacts on environment and integrating pavement management policies, the partners are not interested in inventing new solutions but to identify all those models already experimented around the world, which could be easily adapted in their local contexts. It means that partners are intended to benefit from know-how developed by experts in other countries. The objective of this activity is to ensure an adequate capitalization of the literature and know-how, by capturing knowledge produced by previous experiences. Polytechnic University of Marche will perform an in-depth analysis of existing solutions. For each identified solutions, the University will produce a detailed SWOT analysis in order to better comprehend the level of its adaptability in each area involved in the project. |
| Start date | 01/02/2019 |
| End date | 30/06/2019 |
| Activity deliverables | 1) Capitalization report on the on-going innovative solutions to make ports and airports environmentally sustainable and to increase the level of mixed-mode commuting. The Report will summarize all identified solutions and analyse their level of replicability and adaptability in all territories involved in the project. When it comes to airports, the investigation will analyse all those solutions as means to improve their performance in relation to the air pollution which affect local air quality, waste and water management, noise emission and pavement management. These types of activities are doubtless contributing to a more environmental-friendly and low-carbon aviation system. The analysis will be focused on the design of both operational models (e.g. ground operations, energy saving etc) and of technological and funding solutions (e.g. the use of renewable energies for some type of transports, or the analyses of funding opportunities of the European Investment Bank, Structural funds etc. (M6) |
| Activity budget | € 28.462,50 |

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| Activity locations | |
| Municipality | |
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| ZIP code | |
| Town | |

Activity details 3.2

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| Activity number | 2 |
| Title | Environmental assessment |
| Description | Each partner, except Dubrovnik, with the support of the Polytechnic University of Marche, will conduct an environmental assessment on the basis of ad-hoc guidelines. The environmental assessment will consider all the environmental impacts, the performance in terms of local air quality, energy consumption, carbon footprint, waste and water management, and noise pollution. The University will collect data for drafting a comparative analysis of the environmental assessment and to define targets to be achieved e.g. the set of carbon reduction measures to be realized through the implementation of the action plan and testing phase. This analysis will be essential to understand what ports/airports have been doing in terms of environmental sustainability, which are the present impacts of the airports and which are the set of targets to be established in accordance with EU/national targets. |
| Start date | 01/03/2019 |
| End date | 31/07/2020 |

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| Activity deliverables | 1) Report on Environmental Impact Assessment of participating ports and airports. The report will be conceived as a comparative tool analysis in order to clear define the common characters/needs and obstacles of the Adriatic airports and ports. Considering that Central Adriatic Ports Authority is managing 6 ports (Pesaro, Falconara, Ancona, San Benedetto del Tronto, Pescara, Ortona) and Southern Adriatic Sea Port Authority 5 ports (Bari, Brindisi, Manfredonia, Barletta e Monopoli), the assessment will be performed only in Bari and Ancona. |
| Activity budget | € 211.423,34 |

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| Activity locations | |
| Municipality | |
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| ZIP code | |
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Activity details 3.3

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| Activity number | 3 |
| Title | Joint Action Plans Definition |
| Description | The Joint Action plans arise from the Capitalization Report and the Environmental Impact Assessment. The Polytechnic University of Marche will be in charge of preparation the Action plans for participating partners: a) Action Plan for a Sustainable Airport and Port Management; b) Action Plan for intermodal connections of ports and airports to improve the processing of passengers (among them but also with other means of transportations: railways, public bus transportation). A transnational approach will be considered for the Action Plans since the solutions and the actions envisaged can be adopted by other ports and airports located in Adriatic area. The Actions Plans will be drafted by the University, in collaboration with technicians and experts from each partner institution and presented at the project meeting in Rimini. Once approved by the Steering Committee, each partner will start planning the testing phase which will be based on indications contained in the plans. |
| Start date | 01/09/2019 |
| End date | 30/09/2020 |
| Activity deliverables | 1) Joint Action Plan for intermodal and multimodal passengers transportation from/to ports and airports. The plan will focus on several specific elements which are peculiar for both concerned geographical area and characteristics of ports and airports operating in the Adriatic basin: actions to support ports and airports in developing intermodal transports solutions, measures to support the transfer and uptake of existing solutions and instruments. In particular, the plan should identify a set of mixed-mode committing solutions to be tested and evaluated in each area. 2) Joint Action Plan for a Sustainable Airport and Port management will be focused in identification of measures which could be finalized: to improve the local air quality by reducing the emission of air pollutants contributing to the local EU air quality limits; to reduce GHG emission to contribute to climate change mitigation; to reduce the impact of noise and support local communities with noise mitigation and compensation schemes; to improve the management of pavement assets; to monitor the use of energy and resources, considering their consumption efficiently and effectively; to prevent waste production; to reduce water consumption and ensure a better sewage treatment. |
| Activity budget | € 40.232,50 |

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| Activity locations | |
| Municipality | |
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Work package details 4

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| Work package number | 4 |
| Title | Testing and evaluating innovative intermodal and low-carbon solutions |
| Description | <p>With the testing phase the partnership will put into practice several solutions identified in WP3 with the aim to test new mechanism which will speed up the passengers processing from/to airports and ports and as well as operating codes/technological innovation to improve environmental performances of transportation facilities involved in the project, which are lagging behind the EU average with reference to innovation performances. Different fields will be tackled by the testing phase, in accordance with the specific problems identified by partners. Considering also that at present each partner has achieved different level of development in implementing strategies for a sustainable and intermodal management, it is likely that the testing actions will differ in terms of direct impact and results. While Dubrovnik is mainly a homeport for cruisers, Ancona, Bari and Pula have to deal with cruisers and international ferry traffic, Some airports have already operating environmental monitoring system (Dubrovnik) and others are at a very first stage. However, the testing phase will strictly pursue a transnational perspective, since the final aim is to experiment solutions that could be easily adapted in each area involved in the project</p> <p>The partnership already identified 4 main fields on which the testing will be focused: 1) implementation of low-costs and smart solutions to better connect airports and ports with local public transportation system, such us railways and public bus lines; 2) implementation of integrated timetabling and information for passengers that must continue their travel by other means of transportation; 3) adoption of smart solutions to improve waste&water management and to reduce energy consumption in small-medium regional Airports; 4) new protocols with public&private transportation providers to experiment new services to speed up the process of passengers from/to touristic destinations which are not well-connected.</p> |
| WP expected outputs | <p>1) Testing of innovative solutions or demonstration of existing solutions: the ports and airports will realise demonstration actions defined in the Joint Action Plans in accordance with their specific needs and policies. The testing phase will be limited with a strong demonstration character. Each partner will implement only one demonstration action following indication and recommendation included in the Joint Action Plans. The fields of intervention will be discussed and defined by the Steering Committee at the project meeting in Rimini. As the transnational character of each testing is very important, the solutions to be experimented will be carefully discussed in order to have a large spectrum of testing data and to avoid actions which could have similar facets. The objective of this outputs is to generate a big number of data and information (strengths and weak points of the tested solutions, elements that should be improved, feedbacks from stakeholders and passengers etc.) to support the transferability of solutions in other territories.</p> <p>2) Manual on identified solutions and practices: on the basis of the performances of the testing phase and feedbacks obtained on environmental targets and intermodal connections, the partnership will elaborate a practical manual with the purpose to present the successful tested solutions and provide stakeholders (other ports and airports operating in Adriatic basin, transportations authorities and institutions, local, regional and national authorities) with technical and administrative data, recommendations, information and measures to support the transfer and uptake of experimented solutions. 3) "Optimization of Multimodal Transportation Approaches and related changes in airborne pollutants and greenhouse gases emissions: new scenarios deriving from SARS-Covid-2 pandemic and possible effects within Adrigreen project for ports and airports" done by The University of Marche.</p> |
| Durability of WP outputs | The testing and demonstration actions, although within ADRIGREEN project have a limited duration, will wiled their positive impacts on the ports and airports management even after the project closure. In case the partners will introduce new operating procedures or technological solutions these ones will make definitely part of the daily management of passengers processing and resources. In that case each partner will became the owner of its own output (identified and tested solution). Considering that all partners are seeking for models to be permanently adopted, in case of successful demonstration of the identified measures, each partner will commit itself to financially sustain the equipment and staff necessary to maintain the service. |
| Transferability of WP outputs | As explained above, the main objective of this work package is to test some solutions that could speed up the processing of passengers and improve environmental performances but also to identify solutions that could be easily adapted on majority of ports and airports located in Adriatic area. It means that also airports and ports not directly involved in the project as partners (Venice, Trieste, Rijeka, Zara, Split etc.) could benefit from solutions tested in Pula, Dubrovnik, Rimini, Ancona and Bari. In fact, the partners will organize testing site visits so as to show to other ports and airports of the region the benefits, strengths, risks but also the problems that must be overcome. In particular, the Manual on identified solutions and practices is a tool which can be easily transferred to other organizations as it will contain several recommendations on how tested measures should be implemented in the best and sustainable manner. |
| Responsible partner | ZRAČNA LUKA DUBROVNIK D.O.O |
| Budget | € 894.348,28 |

Activity details 4.1

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| Activity number | 1 |
| Title | Testing phase |
| Description | <p>The core phase of the project is the testing phase, where the Joint Action is put into practices, the partners implement the demonstration actions and the consecutive feedback are provided for the realisation of the Manual. The implementation of the actions wants to show the feasibility, effectiveness and replicability of the solutions/operative procedures/technological innovation into the Adriatic transportation system. The testing will focus on different issues, which are strictly connected to problems identified by each partners during the preparation of the proposal: smart solutions to better connect the airport/port with local transportation system (Bari and Pescara); integrated timetabling and information for passengers (Ancona and Rimini); testing of new services with public and private transportation services and reducing energy consumption in airport facilities (Pula, Dubrovnik). However, on the basis of results obtained from Act 3.1/3.2 additional topics could be added.</p> |

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| Start date | 01/01/2020 |
| End date | 31/08/2021 |
| Activity deliverables | <p>1) For each action, in accordance with the Joint Action Plans, a feasibility study will be edited. These studies have to guarantee that all the actions undertaken in ports and airports respect the safety rules and comply with the regulations of the aviation and maritime transportation sector. Each partner will perform its own feasibility study while Dubrovnik monitor that timetable and general rules are respected.</p> <p>2) Appraisal Reports: the testing phase is completed by an evaluation report to give a feedback on the action performance and to show how the environment and transit of passengers benefited from these initiatives. The evaluation report is crucial for a coherent and advantageous manual. Polytechnic University of Marche will prepare a grid to be used for the evaluation while Dubrovnik Airport will monitor the work of each partner and collect appraisal report from each partner.</p> <p>3) study "Optimization of Multimodal Transportation Approaches and related changes in airborne pollutants and greenhouse gases emissions: new scenarios deriving from SARS-Covid-2 pandemic and possible effects within Adrigreen project for ports and airports". The aim of study is to analyse the variations in airborne pollutants and greenhouse gases emissions deriving from the measures adopted for minimizing contagion risk related to public transport serving Adrigreen ports and airports.</p> |
| Activity budget | € 800.277,56 |

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| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 4.2

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| Activity number | 2 |
| Title | Elaboration of manual on identified solutions and practices |
| Description | <p>Considering that the objective of this WP is not only to test the identified solutions on partner's facilities but also to investigate how these measures could be adapted and implemented also on other territories with similar characteristic, in this activity the project will produce a Manual with a detailed analysis of each testing action in order to provide useful data on their applicability in other area. The analysis will be performed by Dubrovnik Airport in strict collaboration with the University of Marche and each project partner. The Manual will contain also an examination of other ports and airports (problems, opportunities, barriers) and suggestions on how the testing solutions could be transferred in more successful manner. The Manual will consider different types of solutions/operational procedures/technological innovation and it will consider the features of the geographical area in order to propose solutions better tailored to other ports/airports located in the region.</p> |
| Start date | 01/08/2020 |
| End date | 31/10/2021 |

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| Activity deliverables | 1) Manual on identified solutions: elaborated by Dubrovnik Airport in English language and translated in Croatian and Italian. The Manual will be presented through envisaged communication activities and disseminated towards identified stakeholders. Dubrovnik Airport will translate the Manual in Croatian and Airports of Apulia in Italian language. The printed version will be bilingual: 50 copies per partner. |
| Activity budget | € 94.070,72 |

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| Activity locations | |
| Municipality | |
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| ZIP code | |
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Work package details 5

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| Work package number | 5 |
| Title | Networking and training on Green and Intermodal solutions |
| Description | <p>The objective of this WP is to set up the first Forum of Green and Intermodal Ports and Airports of the Adriatic area where the partnership will exchange knowledge, priorities, obstacles and solutions with other ports and airports located in the region but also with stakeholders such as regional-local authorities, airlines/ferry companies, airports ownerships, aviation institutions, organization dealing with environmental management. The Forum can be considered as a tool to go beyond the partnership and boost the creation of synergies for future investment and/or improvement for environmental-friendly and intermodal airports and ports. The goal of the Forum will be to discuss and share recommendations for policies and measures to improve intermodal transportation on ports and airports, recommendations for policies to improve the processing of passengers in ports and airports, especially during the summer season, actions to support regional airports in developing intermodal solutions, actions to encourage touristic and economic operators to work in cooperation with port and airport authorities, measures and strategies to support the transfer and uptake of existing solutions and instruments.</p> <p>The Forum will promote staff training since the involvement of the personnel and its training (ground operators, staff crew, managers, planners etc.) is overriding to ensure that the solutions and procedures are implemented safely and properly. The partnership will organize 4 trainings: 2 trainings will be dedicated to technological solutions and procedures for lowering the environmental impacts in airports and ports (1 in Bari, 1 in Pula) and 2 trainings will focus on knowledge and tools to make the right ETO (Economical Trade-off) between the different model of transports (1 in Rimini, 1 in Dubrovnik). The beneficiaries of envisaged trainings will not be only personnel from participating institutions but also experts and staff from other ports/airports located in Adriatic region.</p> |
| WP expected outputs | 1) Cross-border Forum of Green and Intermodal Ports and Airports of the Adriatic: the Forum will be organized in Ancona and it will see the participation of all ports and airports located in Adriatic area. From one side, the Forum will represent the occasion to present to all operators identified solutions and to simulate how the situation could be improved once the identified solutions are adapted. The best practices will be presented also by all those experts and ports/airports authorities around the Europe that are implementing successful measures. Their participating will provide additional contribution to the capitalization process. On the other side, the Forum will guarantee an active involvement of stakeholders as the event will be the occasion to gather in one place airports and ports managers, experts in transportation strategic planning, policy makers in field of transportation, local and regional authority, who will share their concerns, plans and knowledge with the aim to identify a set of possible actions to improve passengers processing and environmental performances of their facilities. |
| Durability of WP outputs | Forum will continue to be operative also after the conclusion of the project. The organization of a second Cross-border Forum cannot be confirmed in this moment, as its organization will depend on available resources. However, the LP will continue to organize virtual meeting of the Forum in order to collect information on new solutions and practices implemented by ports and airports and to share them with all stakeholders who took part at the first edition of the Forum. So as to spread out the gained knowledge and to support all ports and airports located in Adriatic, Pula Airport will prepare a newsletter (1 every 6 months, till end of 2022) with all collected information and feedback linked to sustainable management of Adriatic Ports and Airports. |
| Transferability of WP outputs | The Forum has been conceived as place where a number of stakeholders will discuss and define measures, recommendations and actions which will support other ports and airports to plan and implement efficient solutions. The Forum should commit the project partners to continue their work in improving the environment and processing of passengers by adapting new measures and solutions: create new synergies by working in cooperation, develop local plans thanks to knowledge gained through cooperation at cross-border level, develop new transnational project to support transfer of know-how on new solutions and instruments. |
| Responsible partner | AUTORITA' DI SISTEMA PORTUALE DEL MARE ADRIATICO CENTRALE |
| Budget | € 273.092,38 |

Activity details 5.1

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| Activity number | 1 |
| Title | Organization of the Cross-Border Forum |
| Description | <p>The Forum will be organized in Ancona by Central Adriatic Ports Authority. Each partner will take part in the Forum also by sending relevant stakeholders from its country. The goal is to have represented all ports and airports operating in Adriatic area as well as relevant regional and national transportation institutions and authorities. The Forum will last 2 days: the first day will be dedicated to presentation of state-of-art of ports and airports operating in Adriatic, regional and national strategies, EU financial schemes while during the second day the participating will be divided in working groups which will discuss and exchange knowledge and experience on specific topics such as intermodal solutions for ports and airports, strategies and measures for multimodal transportation, overcoming traffic congestions during the summer seasons, operational code and technological innovation in field of environmental performances of ports and airports.</p> |
| Start date | 01/11/2020 |
| End date | 31/12/2021 |

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| Activity deliverables | 1) Proceeding of the Cross-border Forum: proceeding will contain all contributions, speeches, presented material (slide, video, and simulations). The Forum will be also video recorded. |
| Activity budget | € 121.158,57 |

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| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Activity details 5.2

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| Activity number | 2 |
| Title | Training activities |
| Description | In this WP the partners will organize 4 technical trainings targeted to staff working on ports and airports. The success of ADRIGREEN results are essentially linked to the personnel which has to be adequately trained to ensure they are properly involved in the carrying out of the operative and technological solutions. 2 trainings will be dedicated to technological solutions and procedures for lowering the environmental impacts in airports and ports (Bari and Pula) and 2 trainings on knowledge and tools related to intermodal and multimodal transportation in ports and airports (Rimini and Dubrovnik). The training will focus on: sharing and creating a common understanding of the results and challenges, analysis of solutions delineated in the Action Plans, operative training on the spot, creation of system for reviewing and making feed-back on the performances and benefit of the measures adopted by each single partner. The trainings will be performed in Italian and Croatian. |
| Start date | 01/11/2020 |
| End date | 31/12/2021 |
| Activity deliverables | 1) Programme of the Focussed Training seminars: Pula Airport, in collaboration with Port Authority and under the supervision of Polytechnic University of Marche, will organize the training in Pula, while Airports of Apulia will organize the training in Bari. The responsible partner will define a programme tailored on specific needs and priorities of the partner's personnel. The Programme will also identify the panel of teachers and tools that the participants will use during the course. The some thing will be done by Dubrovnik Port Authority and Rimini Airport who will organize the training about intermodal and multimodal transportation. Both topics will be approached in a multidisciplinary manner. The training will be open to experts and staff also from other ports/airports located in Adriatic region. It has been planned to have at least 30 participants per training. 2) Training Report: The organizer of each training will collect the proceedings and main results achieved in the educational process. |
| Activity budget | € 151.933,81 |

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| Activity locations | |
| Municipality | |
| Address | |
| ZIP code | |
| Town | |

Project budget - breakdown per partner

| Partner role/number | Partner name | Partner country | ERDF | National cofinancing | Budget |
|---------------------------------|--|------------------------|-----------------------|-----------------------------|-----------------------|
| LP | PULA AIRPORT LTD | CROATIA | € 378.999,70 | € 66.882,30 | € 445.882,00 |
| PP1 | DUBROVNIK AIRPORT LTD (CONFIRMED) | CROATIA | € 202.876,13 | € 35.801,68 | € 238.677,81 |
| PP2 | AIRPORTS OF APULIA (CONFIRMED) | ITALY | € 169.235,00 | € 29.865,00 | € 199.100,00 |
| PP3 | AIRIMINUM 2014 S.P.A. (CONFIRMED) | ITALY | € 177.304,71 | € 31.289,07 | € 208.593,78 |
| PP4 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD (CONFIRMED) | ITALY | € 158.950,00 | € 28.050,00 | € 187.000,00 |
| PP5 | DUBROVNIK PORT AUTHORITY (CONFIRMED) | CROATIA | € 164.211,90 | € 28.978,58 | € 193.190,48 |
| PP6 | CENTRAL ADRIATIC PORTS AUTHORITY (CONFIRMED) | ITALY | € 195.258,00 | € 34.457,30 | € 229.715,30 |
| PP7 | PULA PORT AUTHORITY (CONFIRMED) | CROATIA | € 159.290,40 | € 28.110,08 | € 187.400,48 |
| PP8 | SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) (WITHDRAWN) | ITALY | € 425,00 | € 75,00 | € 500,00 |
| PP9 | UNIVERSITY POLITECHNIC OF MARCHE (CONFIRMED) | ITALY | € 182.033,57 | € 32.123,58 | € 214.157,15 |
| Project budget - summary | | | € 1.788.584,41 | € 315.632,59 | € 2.104.217,00 |

Project workplan

| WP (N/Title) | Activity (N/Title) | Budget |
|--|--|---------------------|
| WP 0 Project preparation | 0.1 Preparation of the proposal | € 14.000,00 |
| Total | | € 14.000,00 |
| WP 1 Project management and coordination of activities | 1.1 Start-up activities | € 15.116,93 |
| | 1.2 Day to day project management, | € 78.558,00 |
| | 1.3 Steering and monitoring of the project | € 97.707,09 |
| | 1.4 Financial Management | € 198.774,98 |
| Total | | € 390.157,00 |
| WP 2 Communication activities | 2.1 Start-up activities | € 9.061,15 |
| | 2.2 Publications and realization of | € 96.817,57 |
| | 2.3 Movie documentary | € 67.282,00 |
| | 2.4 Public events | € 79.340,28 |
| Total | | € 252.501,00 |
| WP 3 Identification of innovative solutions and Action Plan Definition | 3.1 Replicability: research and analysis | € 28.462,50 |

| WP (N/Title) | Activity (N/Title) | Budget |
|--|--|-----------------------|
| | 3.2 Environmental assessment | € 211.423,34 |
| | 3.3 Joint Action Plans Definition | € 40.232,50 |
| Total | | € 280.118,34 |
| WP 4 Testing and evaluating innovative intermodal and low-carbon solutions | 4.1 Testing phase | € 800.277,56 |
| | 4.2 Elaboration of manual on identified | € 94.070,72 |
| Total | | € 894.348,28 |
| WP 5 Networking and training on Green and Intermodal solutions | 5.1 Organization of the Cross-Border Forum | € 121.158,57 |
| | 5.2 Training activities | € 151.933,81 |
| Total | | € 273.092,38 |
| Overall Total | | € 2.104.217,00 |

Project budget - breakdown per WP / budget line

| WP (N/Title) | Preparation costs | Staff | External expertise and services | Office and administration | Travel and accommodation | Equipment | Small scale infrastructure and construction works | Total |
|---|-------------------|--------------|---------------------------------|---------------------------|--------------------------|--------------|---|----------------|
| 0 - Project preparation | € 14.000,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 14.000,00 |
| 1 - Project management and coordination of activities | € 0,00 | € 129.620,00 | € 187.229,46 | € 19.443,00 | € 53.864,54 | € 0,00 | € 0,00 | € 390.157,00 |
| 2 - Communication activities | € 0,00 | € 121.264,95 | € 110.846,30 | € 18.189,75 | € 2.200,00 | € 0,00 | € 0,00 | € 252.501,00 |
| 3 - Identification of innovative solutions and Action Plan Definition | € 0,00 | € 123.865,95 | € 136.412,50 | € 18.579,89 | € 1.260,00 | € 0,00 | € 0,00 | € 280.118,34 |
| 4 - Testing and evaluating innovative intermodal and low-carbon solutions | € 0,00 | € 266.753,98 | € 78.500,00 | € 40.013,10 | € 3.629,70 | € 454.451,50 | € 51.000,00 | € 894.348,28 |
| 5 - Networking and training on Green and Intermodal solutions | € 0,00 | € 132.137,46 | € 73.914,00 | € 19.820,62 | € 47.220,30 | € 0,00 | € 0,00 | € 273.092,38 |
| Total | € 14.000,00 | € 773.642,34 | € 586.902,26 | € 116.046,36 | € 108.174,54 | € 454.451,50 | € 51.000,00 | € 2.104.217,00 |

Project budget - overview per partner / WP

| Partner role/number | Partner name | WP0 | WP 1 | WP 2 | WP 3 | WP 4 | WP 5 | WP 6 | Total |
|---------------------|-----------------------|------------|--------------|-------------|-------------|--------------|-------------|--------|--------------|
| LP | PULA AIRPORT LTD | € 9.500,00 | € 119.450,00 | € 67.594,50 | € 19.205,00 | € 190.999,50 | € 39.133,00 | € 0,00 | € 445.882,00 |
| PP 1 | DUBROVNIK AIRPORT LTD | € 500,00 | € 23.420,00 | € 24.817,34 | € 8.050,00 | € 154.143,74 | € 27.746,73 | € 0,00 | € 238.677,81 |
| PP 2 | AIRPORTS OF APULIA | € 500,00 | € 55.313,00 | € 16.429,50 | € 58.645,00 | € 46.475,00 | € 21.737,50 | € 0,00 | € 199.100,00 |
| PP 3 | AIRIMINUM 2014 S.P.A. | € 500,00 | € 33.271,00 | € 12.632,00 | € 43.912,50 | € 92.408,32 | € 25.869,96 | € 0,00 | € 208.593,78 |

| | | | | | | | | | |
|--------------|--|-------------|--------------|--------------|--------------|--------------|--------------|--------|----------------|
| PP 4 | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD | € 500,00 | € 60.416,50 | € 19.911,00 | € 24.512,50 | € 61.485,00 | € 20.175,00 | € 0,00 | € 187.000,00 |
| PP 5 | DUBROVNIK PORT AUTHORITY | € 500,00 | € 10.100,00 | € 34.495,00 | € 24.705,00 | € 90.160,38 | € 33.230,10 | € 0,00 | € 193.190,48 |
| PP 6 | CENTRAL ADRIATIC PORTS AUTHORITY | € 500,00 | € 26.340,00 | € 23.390,00 | € 25.775,00 | € 107.965,24 | € 45.745,06 | € 0,00 | € 229.715,30 |
| PP 7 | PULA PORT AUTHORITY | € 500,00 | € 17.419,00 | € 36.506,66 | € 12.465,84 | € 97.585,38 | € 22.923,60 | € 0,00 | € 187.400,48 |
| PP 8 | SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) | € 500,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 500,00 |
| PP 9 | UNIVERSITY POLITECHNIC OF MARCHE | € 500,00 | € 44.427,50 | € 16.725,00 | € 62.847,50 | € 53.125,72 | € 36.531,43 | € 0,00 | € 214.157,15 |
| Total | | € 14.000,00 | € 390.157,00 | € 252.501,00 | € 280.118,34 | € 894.348,28 | € 273.092,38 | € 0,00 | € 2.104.217,00 |

Project budget - overview per partner / budget line

| Partner role/number | Partner name | Preparation costs | Staff | External expertise and services | Office and administration | Travel and accommodation | Equipment | Small scale infrastructure and construction works | Total | Percentage of total budget |
|---------------------|--|-------------------|--------------|---------------------------------|---------------------------|--------------------------|-------------|---|--------------|----------------------------|
| LP | PULA AIRPORT LTD | € 9.500,00 | € 163.325,22 | € 90.809,00 | € 24.498,78 | € 16.749,00 | € 90.000,00 | € 51.000,00 | € 445.882,00 | 21,19 % |
| PP 1 CONF. | DUBROVNIK AIRPORT LTD | € 500,00 | € 98.039,14 | € 28.531,30 | € 14.705,87 | € 13.850,00 | € 83.051,50 | € 0,00 | € 238.677,81 | 11,34 % |
| PP 2 CONF. | AIRPORTS OF APULIA | € 500,00 | € 29.450,00 | € 122.732,50 | € 4.417,50 | € 12.000,00 | € 30.000,00 | € 0,00 | € 199.100,00 | 9,46 % |
| PP 3 CONF. | AIRIMINUM 2014 S.P.A. | € 500,00 | € 52.893,29 | € 73.460,00 | € 7.933,99 | € 5.406,50 | € 68.400,00 | € 0,00 | € 208.593,78 | 9,91 % |
| PP 4 CONF. | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD | € 500,00 | € 48.500,00 | € 85.525,00 | € 7.275,00 | € 10.200,00 | € 35.000,00 | € 0,00 | € 187.000,00 | 8,89 % |
| PP 5 CONF. | DUBROVNIK PORT AUTHORITY | € 500,00 | € 72.243,89 | € 68.800,00 | € 10.836,59 | € 13.810,00 | € 27.000,00 | € 0,00 | € 193.190,48 | 9,18 % |
| PP 6 CONF. | CENTRAL ADRIATIC PORTS AUTHORITY | € 500,00 | € 73.491,56 | € 81.900,00 | € 11.023,74 | € 7.800,00 | € 55.000,00 | € 0,00 | € 229.715,30 | 10,92 % |

| | | | | | | | | | | |
|-----------------------------------|--|-------------|--------------|--------------|--------------|--------------|--------------|-------------|----------------|---------|
| PP 7 CONF. | PULA PORT AUTHORITY | € 500,00 | € 67.303,89 | € 30.144,46 | € 10.095,59 | € 13.356,54 | € 66.000,00 | € 0,00 | € 187.400,48 | 8,91 % |
| PP 8 WIT. | SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) | € 500,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 500,00 | 0,02 % |
| PP 9 CONF. | UNIVERSITY POLITECHNIC OF MARCHE | € 500,00 | € 168.395,35 | € 5.000,00 | € 25.259,30 | € 15.002,50 | € 0,00 | € 0,00 | € 214.157,15 | 10,18 % |
| Total | | € 14.000,00 | € 773.642,34 | € 586.902,26 | € 116.046,36 | € 108.174,54 | € 454.451,50 | € 51.000,00 | € 2.104.217,00 | 100 % |
| Percentage of total budget | | 0,67 % | 36,77 % | 27,89 % | 5,51 % | 5,14 % | 21,60 % | 2,42 % | 100 % | |

Project budget - overview and details

| | |
|--|--------------------------------------|
| Name of the partner organization (EN) | PULA AIRPORT LTD |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 378.999,70 |
| National co-financing (15%) | € 66.882,30 |
| Partner total budget | € 445.882,00 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | DUBROVNIK AIRPORT LTD |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 202.876,13 |
| National co-financing (15%) | € 35.801,68 |
| Partner total budget | € 238.677,81 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | AIRPORTS OF APULIA |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 169.235,00 |
| National co-financing (15%) | € 29.865,00 |
| Partner total budget | € 199.100,00 |
| Partner status | CONFIRMED |

| | |
|--|--|
| Name of the partner organization (EN) | AIRIMINUM 2014 S.P.A. |
| Type of body | Private |
| Programme co-financing (85%) | € 177.304,71 |
| National co-financing (15%) | € 31.289,07 |
| Partner total budget | € 208.593,78 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | ABRUZZO AIRPORT MANAGEMENT COMPANY LTD |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 158.950,00 |
| National co-financing (15%) | € 28.050,00 |
| Partner total budget | € 187.000,00 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | DUBROVNIK PORT AUTHORITY |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 164.211,90 |
| National co-financing (15%) | € 28.978,58 |
| Partner total budget | € 193.190,48 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | CENTRAL ADRIATIC PORTS AUTHORITY |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 195.258,00 |
| National co-financing (15%) | € 34.457,30 |
| Partner total budget | € 229.715,30 |
| Partner status | CONFIRMED |
| Name of the partner organization (EN) | PULA PORT AUTHORITY |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 159.290,40 |
| National co-financing (15%) | € 28.110,08 |
| Partner total budget | € 187.400,48 |
| Partner status | CONFIRMED |

| | |
|--|--|
| Name of the partner organization (EN) | SOUTHERN ADRIATIC SEA PORT AUTHORITY (PORTS OF BARI, BRINDISI, MANFREDONIA, BARLETTA AND MONOPOLI) |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 425,00 |
| National co-financing (15%) | € 75,00 |
| Partner total budget | € 500,00 |
| Partner status | WITHDRAWN |
| Name of the partner organization (EN) | UNIVERSITY POLITECHNIC OF MARCHE |
| Type of body | Public / Body governed by public law |
| Programme co-financing (85%) | € 182.033,57 |
| National co-financing (15%) | € 32.123,58 |
| Partner total budget | € 214.157,15 |
| Partner status | CONFIRMED |

Breakdown per WP - activities / budget line

| WP/Activity (N/Title) | Preparation costs | Staff | External expertise and services | Office and administration | Travel and accommodation | Equipment | Small scale infrastructure and construction works | Total |
|--|-------------------|-------------|---------------------------------|---------------------------|--------------------------|-----------|---|--------------|
| 1-Preparation of the proposal | € 14.000,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 14.000,00 |
| TOTAL WP0-Project preparation | € 14.000,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 14.000,00 |
| 1-Start-up activities | € 0,00 | € 4.760,00 | € 1.526,00 | € 714,00 | € 8.116,93 | € 0,00 | € 0,00 | € 15.116,93 |
| 2-Day to day project management, coordination and internal communication | € 0,00 | € 50.920,00 | € 20.000,00 | € 7.638,00 | € 0,00 | € 0,00 | € 0,00 | € 78.558,00 |
| 3-Steering and monitoring of the project implementation | € 0,00 | € 29.129,98 | € 18.460,00 | € 4.369,50 | € 45.747,61 | € 0,00 | € 0,00 | € 97.707,09 |
| 4-Financial Management | € 0,00 | € 44.810,02 | € 147.243,46 | € 6.721,50 | € 0,00 | € 0,00 | € 0,00 | € 198.774,98 |
| TOTAL WP1-Project management and coordination of activities | € 0,00 | € 129.620,0 | € 187.229,46 | € 19.443,00 | € 53.864,54 | € 0,00 | € 0,00 | € 390.157,00 |
| 1-Start-up activities | € 0,00 | € 4.401,00 | € 4.000,00 | € 660,15 | € 0,00 | € 0,00 | € 0,00 | € 9.061,15 |
| 2-Publications and realization of communication tools | € 0,00 | € 43.433,95 | € 45.868,52 | € 6.515,10 | € 1.000,00 | € 0,00 | € 0,00 | € 96.817,57 |
| 3-Movie documentary | € 0,00 | € 31.680,00 | € 30.850,00 | € 4.752,00 | € 0,00 | € 0,00 | € 0,00 | € 67.282,00 |
| 4-Public events | € 0,00 | € 41.750,00 | € 30.127,78 | € 6.262,50 | € 1.200,00 | € 0,00 | € 0,00 | € 79.340,28 |
| TOTAL WP2-Communication | € 0,00 | € 121.264,9 | € 110.846,30 | € 18.189,75 | € 2.200,00 | € 0,00 | € 0,00 | € 252.501,00 |

| activities | | | | | | | | |
|---|-------------|-------------|--------------|--------------|--------------|--------------|-------------|----------------|
| 1-Replicability: research and analysis replicable operational and technological solutions | € 0,00 | € 24.750,00 | € 0,00 | € 3.712,50 | € 0,00 | € 0,00 | € 0,00 | € 28.462,50 |
| 2- Environmental assessment | € 0,00 | € 65.915,95 | € 134.360,00 | € 9.887,39 | € 1.260,00 | € 0,00 | € 0,00 | € 211.423,34 |
| 3-Joint Action Plans Definition | € 0,00 | € 33.200,00 | € 2.052,50 | € 4.980,00 | € 0,00 | € 0,00 | € 0,00 | € 40.232,50 |
| TOTAL WP3- Identification of innovative solutions and Action Plan Definition | € 0,00 | € 123.865,9 | € 136.412,50 | € 18.579,89 | € 1.260,00 | € 0,00 | € 0,00 | € 280.118,34 |
| 1-Testing phase | € 0,00 | € 196.257,7 | € 65.500,00 | € 29.438,66 | € 3.629,70 | € 454.451,50 | € 51.000,00 | € 800.277,56 |
| 2-Elaboration of manual on identified solutions and practices | € 0,00 | € 70.496,28 | € 13.000,00 | € 10.574,44 | € 0,00 | € 0,00 | € 0,00 | € 94.070,72 |
| TOTAL WP4- Testing and evaluating innovative intermodal and low-carbon solutions | € 0,00 | € 266.753,9 | € 78.500,00 | € 40.013,10 | € 3.629,70 | € 454.451,50 | € 51.000,00 | € 894.348,28 |
| 1-Organization of the Cross-Border Forum | € 0,00 | € 52.606,32 | € 41.591,00 | € 7.890,95 | € 19.070,30 | € 0,00 | € 0,00 | € 121.158,57 |
| 2-Training activities | € 0,00 | € 79.531,14 | € 32.323,00 | € 11.929,67 | € 28.150,00 | € 0,00 | € 0,00 | € 151.933,81 |
| TOTAL WP5- Networking and training on Green and Intermodal solutions | € 0,00 | € 132.137,4 | € 73.914,00 | € 19.820,62 | € 47.220,30 | € 0,00 | € 0,00 | € 273.092,38 |
| Overall Total | € 14.000,00 | € 773.642,3 | € 586.902,26 | € 116.046,36 | € 108.174,54 | € 454.451,50 | € 51.000,00 | € 2.104.217,00 |

J - Financial Plan

Project financial plan - Overview per partner/per period

| Partner role/number | Period 1 January - June 2018 | Period 2 July - December 2018 | Period 3 January - June 2019 | Period 4 July - December 2019 | Period 5 January - June 2020 | Period 6 July - December 2020 | Period 7 January - June 2021 | Period 8 July - December 2021 | Period 9 January - June 2022 | Period 10 July - December 2022 | Period 11 January - June 2023 | Period 12 July - December 2023 | Total |
|---------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|--------------------------------|-------------------------------|--------------------------------|--------------|
| LP | € 0,00 | € 0,00 | € 41.745,00 | € 47.414,00 | € 56.073,50 | € 111.735,00 | € 118.805,40 | € 70.109,10 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 445.882,00 |
| PP1 | € 0,00 | € 0,00 | € 7.500,00 | € 90.940,62 | € 54.144,92 | € 66.848,70 | € 9.436,63 | € 9.806,93 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 238.677,80 |
| PP2 | € 0,00 | € 0,00 | € 22.145,00 | € 65.429,50 | € 11.546,00 | € 22.499,00 | € 39.796,50 | € 37.684,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 199.100,00 |
| PP3 | € 0,00 | € 0,00 | € 22.044,50 | € 32.220,00 | € 18.079,80 | € 35.471,20 | € 63.278,36 | € 37.499,93 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 208.593,79 |
| PP4 | € 0,00 | € 0,00 | € 17.812,50 | € 36.969,50 | € 21.152,27 | € 38.000,00 | € 35.870,93 | € 37.194,80 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 187.000,00 |

| Partner role/number | Period 1 January-June 2018 | Period 2 July-December 2018 | Period 3 January-June 2019 | Period 4 July-December 2019 | Period 5 January-June 2020 | Period 6 July-December 2020 | Period 7 January-June 2021 | Period 8 July - December 2021 | Period 9 January - June 2022 | Period 10 July - December 2022 | Period 11 January - June 2023 | Period 12 July - December 2023 | Total |
|---------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|----------------------------|-------------------------------|------------------------------|--------------------------------|-------------------------------|--------------------------------|----------------|
| PP5 | € 0,00 | € 0,00 | € 12.205,00 | € 48.734,06 | € 11.972,09 | € 43.000,00 | € 47.278,85 | € 30.000,48 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 193.190,48 |
| PP6 | € 0,00 | € 0,00 | € 500,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 500,00 |
| PP7 | € 0,00 | € 0,00 | € 8.658,50 | € 13.796,00 | € 19.533,61 | € 35.228,80 | € 77.450,93 | € 32.732,64 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 187.400,48 |
| PP8 | € 0,00 | € 0,00 | € 11.522,00 | € 21.000,00 | € 21.967,95 | € 11.340,00 | € 89.853,15 | € 74.032,20 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 229.715,30 |
| PP9 | € 0,00 | € 0,00 | € 13.347,50 | € 64.535,50 | € 27.222,35 | € 5.800,00 | € 43.898,23 | € 59.353,57 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 214.157,15 |
| Total | € 0,00 | € 0,00 | € 157.480,00 | € 421.039,18 | € 241.692,49 | € 369.922,70 | € 525.668,98 | € 388.413,65 | € 0,00 | € 0,00 | € 0,00 | € 0,00 | € 2.104.217,00 |

I attach the following documents:

M - Annexes

| Description | Notes | File name |
|-----------------------------|-------|--|
| Major Change documentation | | 10345099_REQUEST FOR PROJECT CHANGES 10.2.2021. POTPISAN.dotx.pdf |
| | | 10345099_request for project changes 10.2.2021. potpisan excellica.pdf |
| Lead Applicant declaration | | 10345099_IT-HR_LP_declaration- LP Pula Airport.pdf |
| Project Partner declaration | | 10345099_IT-HR-PP_declaration - PP7 Lucka uprava Pula.pdf |
| | | 10345099_IT-HR_PP_declaration - PP1 Airport Dubrovnik.pdf |
| | | 10345099_IT-HR_PP_declaration - PP6 Port of Ancona.pdf |
| | | 10345099_IT-HR_PP_declaration - PP5 Dubrovnik Port Authority.pdf |
| | | 10345099_IT-HR_PP_declaration - PP3 AIRIMINUM.pdf |
| | | 10345099_IT-HR_PP_declaration - PP9 University.pdf |

| | | |
|----------------------------------|-----------------------|--|
| Power of signature or delegation | | 10345099_IT-HR_PP_Power_of_signature_Gregori.firmato.pdf |
| Other documents | PP8 exit from project | 10345099_PP8 Exit from Adrigreen project.pdf |

I am informed by the Managing Authority that, according to the current regulations about Personal data protection:

- the processing of personal data shall be carried out with computerized and manual methods;
- data will be processed for the purposes of managing the administrative process relating to the selection procedure referring to the first call for project proposals for 2014-2020 (Interreg V-A) Italy - Croatia CBC Programme and, in case the project is financed, for project implementation;
- personal data provided may be communicated, if necessary, to third parties solely for the purpose of the selection procedure and to other public bodies involved in the administrative management;
- the Data Controller is Regione del Veneto, Venezia, Palazzo Balbi - Dorsoduro 3901;
- the Data Processor is the Head of Unit MA of the Italy-Croatia CBC Programme;
- each interested subject may request the Data Processor to correct and to supplement his/her own data and, in extreme cases, to erase or block them;
- the processing shall be based on the rule of fairness, legality and transparency for the safeguard of privacy and rights;
- the Managing Authority will publish the list of the validly submitted project proposals, the list of the eligible project proposals and, at the end of the whole assessment procedure as approved by the Monitoring Committee, the ranking list of the assessed project proposals with evidence of financed projects; the publication will be on the Programme website.

Lead Applicant signature *



Date of signature *

26/2/2021

* If you have digital signature, download this request by saving the PDF file without opening it or rename it, digitally sign the file, and upload it.
If you do not have digital signature, upload this file in SIU, keep a printed and signed original hard copy stored at the official premises of the LP and attach a signed copy of the AF Abstract in SIU