

## **ANNEX 1: TEMPLATE FACILITY POINT PLUS**

### **APPLICATION FORM FOR PROJECT IDEA<sup>1</sup>**

#### **Mandatory fields<sup>2</sup>:**

<b>Proposed project idea title</b>	ADRIATIC IONIAN CYCLE route for sustainable TOURism
<b>Proposed acronym (if available)</b>	<b>ADRIONCYCLETOUR</b>
<b>General objective of project idea</b>	<p>The project aims to establish and develop the ADRIATIC-IONIAN Cycle Route that consists of a cycling route running along the coast of the entire Adriatic and Ionian basin from Italy (all the involved Regions) to Greece crossing the EUSAIR concerned Countries (coastal network) and including its main cycle connections to the hinterland areas of the eight EUSAIR countries (inland network).</p> <p>The route intends to have a twofold functions, serving as infrastructure, integrated with the public transport systems (railways, bus, sea), for cycle tourism and for a sustainable urban and inter-urban mobility.</p> <p>At the same time developing of innovative and attractive transnational tourism product on the ADRIATIC-IONIAN Cycle Route and its main cycle connections to the inland areas represents also the main objective to be attained.</p> <p>The crosspillar idea contributes to the sustainable development of the territory at macroregional scale, promoting both sustainable mobility and the flourishing of sustainable tourism, supporting the tourism industry in full compliance of the environmental, artistic and historical assets of the entire Region.</p>
<b>Short description of the project idea</b>	<p>The ADRIATIC-IONIAN Cycle Route would consist of a cycling route running along the coast of all the Adriatic and Ionian basin from Italy to Greece (coast network) and its main cycle connections to the inland areas (inland network).</p> <p>The proposed extension of the Italian section, which at present</p>

<sup>1</sup> Supported within the project "Additional support to the Governance of the EUSAIR - Facility Point Plus" which has received funding from the European Union.

<sup>2</sup> In the elaboration phase, the Facility Point Plus Management may ask for additional information in order to better understand the project idea.

	<p>involve 10 Regions (with some prolongations and links with the cycle network to the Alpine Region and Eurovelo 7), to the eastern coast of the Adriatic and Ionian basin would allow the coverage of the all interested EUSAIR Countries.</p> <p>The following specific objectives will be pursued:</p> <ul style="list-style-type: none"> <li>• completing the coastal cycle route and the main cycle connections to the inland areas according to shared quality standards;</li> <li>• development of intermodal services (mainly boat and train) to support the cyclists' journeys;</li> <li>• enhancement of physical and non-physical infrastructures (e.g dedicated parking lots, equipping intermodal exchange nodes, cycling information points as well as refreshment points or smart app);</li> <li>• set up the conditions for launching the procedure to insert the entire ADRIATIC-IONIAN Cycle Route in the EuroVelo network (only the north-eastern part is insert in EuroVelo).</li> </ul> <p>The project idea aims also at developing an innovative and attractive transnational tourism product capitalizing on PPs cycling paths as well as their own cultural heritage and tourism sites. Thereby diversifying the tourism offer and its related products and services, contributing in increasing green economy and enhancing tourism quality, sustainability, accessibility, skills, information and innovation ITS devices (e.g, journey planners and smart ticketing systems).</p> <p>In that respect relevant identified objects are:</p> <ul style="list-style-type: none"> <li>• develop a diversified transnational tourism offer, based on a “slow tourism” model, valorizing the tangible and intangible heritage existing along cycle routes;</li> <li>• establish and enhance the cooperation among public/private tourism service providers at local, regional and transnational level, in order to improve the overall quality of the tourism offer, in all segments of the tourism supply chain;</li> <li>• increase the competitiveness of local service providers and stimulate the creation of new services for different segments of the tourism market.</li> </ul>
<p><b>Project status</b></p>	<p>ADRIONCYCLETOUR is a mature project as far as part of the Adriatic-Ionian Region is concerned.</p> <p>In Italy most of the ADRIATIC-IONIAN Cycle Route (coast network) is encompassed in the "National System of Tourist Cycleways" established by Law n. 208/2015, updated then by Law n. 96/2017.</p> <p>The aforementioned laws finance both the feasibility studies for the</p>

	<p>construction of these cycleways (which will be completed by 2020), and the next construction of some functional lots.</p> <p>Also Italian Regions have already built or financed additional lots of cycle routes belonging to the ADRIATIC-IONIAN Cycle Route.</p> <p>With reference to the other EUSAIR countries, similar planning and implementation processes are being developed and financed under national and EU Funds.</p> <p>Northern and eastern part of the entire proposed ADRIATIC-IONIAN Cycle Route (coast network from Venice to Greece) coincides with the "Mediterranean Route - EuroVelo 8", that is a part of the European cycle network EuroVelo. Eurovelo 8 is currently benefitting from financing for its development by Interreg MED and more precisely by the MEDCYCLETOUR approved project which involves 11 partners from 7 of the countries crossed by the EuroVelo 8 (Spain, France, Italy, Slovenia, Croatia, Greece and Cyprus). The project provides actions for the development of the cycle route along the coast of the northern Mediterranean (Cadiz-Trieste- Athens-Cyprus). EuroVelo 8 does not include the Regions of Central-northern Italy as the ADRIATIC-IONIAN Cycle Route.</p>
<p><b>Targeted area (countries/regions covered)</b></p>	<p>All EUSAIR Countries starting from the 7 Countries on the Adriatic and Ionian coast and including, through hinterland connections, the entire Adriatic and Ionian Region.</p>
<p><b>Relevance to following EUSAIR priorities:</b></p> <p><b>1. BLUE GROWTH</b></p> <p><b>Topic 1 - Blue technologies;</b></p> <p><b>Topic 2 - Fisheries and aquaculture;</b></p> <p><b>Topic 3 - Maritime and marine governance and services.</b></p>	
<p><b>2. CONNECTING THE REGION</b></p> <p><b>Topic 1 - Maritime transport;</b></p> <p><b>Topic 2 - Intermodal connections to the hinterland;</b></p> <p><b>Topic 3 - Energy networks.</b></p>	<p>Topic 1 – Developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity. Ports should enable development of combined infrastructure and boat/ferry-boat connections, as intermodal nodes with the wide ADRIATIC-IONIAN Cycle Route, could increase the number of passengers/tourists. The cycling tourism path on both sides of the Adriatic/Ioniansea will allow the setting up and implementation of a large bicycle ring around the Adriatic and Ionian basin, whose ports serve as intermodal poles for the achievement of the opposite coasts by cyclists.</p>

	<p>Topic 2 – As each territory has its own characteristics, the cycling tourism path on both sides of the Adriatic-Ionian Sea follows the coastline and the main cycle connections to the inland area. To promote this cycling network as new sustainable tourism route it is necessary to promote and develop also reliable transport networks and intermodal connections with the hinterland in order to valorise and promote the richness and unicity of natural and cultural heritage of the entire Region (charming small towns, natural, cultural and historic sites, quality of accommodation facilities and promotion of traditional local food).</p>
<p><b>3. ENVIRONMENTAL QUALITY</b></p> <p><b>Topic 1 - The marine environment;</b></p> <p><b>Topic 2 - Transnational terrestrial habitats and biodiversity.</b></p>	
<p><b>4. SUSTAINABLE TOURISM</b></p> <p><b>Topic 1 - Diversified tourism offer (<i>products and services</i>);</b></p> <p><b>Topic 2 - Sustainable and responsible tourism management (<i>innovation and quality</i>).</b></p>	<p>Consistently with the actions indicated in Action Plan about Topic 1:</p> <ul style="list-style-type: none"> <li>• Sustainable and thematic tourist routes</li> </ul> <p>This action focuses on development and branding of macro-regional tourism routes, through mapping and further promoting existing routes, (i.e. cruise, motor bike, walking/hiking, cycling, sailing). The action should build on knowledge, skills and heritage assets, which would connect and promote lesser-known destinations of the Region.</p> <ul style="list-style-type: none"> <li>• Upgrade of Adriatic-Ionian tourism products</li> </ul> <p>Diversifying the tourism offer and its related products and services, contributing to increasing green economy and enhancing tourism quality, sustainability, accessibility, skills, information and innovation ITS devices (e.g, journey planners and smart ticketing systems).</p> <p>Consistently with the actions indicated in Action Plan about Topic 2:</p> <ul style="list-style-type: none"> <li>• Action - Adriatic Ionian cooperation for facilitating tourist circulation</li> <li>• Action - Adriatic-Ionian action for more sustainable and responsible tourism</li> <li>• Action – Promoting the Region in world markets</li> </ul> <p>Identifying and developing existing competencies in the territories, as ground from where to articulate local strategies, projects and economic initiatives.</p>
<p><b>Cross-cutting aspects:</b></p> <ul style="list-style-type: none"> <li>- <b>Research, innovation and SME’s development</b></li> <li>- <b>communication, capacity building and blue skill development</b></li> </ul>	<p>Special attention will be devoted to the ICT application and innovative solutions concerning joint integrated informative tools on the cycle routes and timetable of the intermodal connections boat/ferry boat connections/bicycle/train.</p> <p>Potentials of creative industries will be exploited through networking of creative industries actors for exchanging ideas, know-how and experience in order to link them to the upgrading of the touristic offer. Improving specific skills and training relative to accessibility in the tourism supply chain will be improved.</p>

<p><b>Impact for the Adriatic and Ionian macro-region</b></p>	<p>Various and main effects will positively impact the environmental quality, economy and quality of life of people:</p> <ul style="list-style-type: none"> <li>• contribution to the sustainable development;</li> <li>• reducing use and transfer by car (diminishing CO2);</li> <li>• developing a bike culture as mean of autonomy and relationship;</li> <li>• promoting use of bike as healthy activity preventing from diseases.</li> </ul>
<p><b>Complementarity and synergies with already existing projects (if any)</b></p>	<p>The project idea is based on existing single National/Regional cycle networks.</p> <p>Some sections of the ADRIATIC-IONIAN Cycle Route at national level are existing or undergoing. In case of Italy:</p> <ul style="list-style-type: none"> <li>• "National System of Tourist Cycleways" established by Law n. 208/2015, updated then by Law n. 96/2017.</li> </ul> <p>Among EU projects, it is worth mentioning the ongoing project:</p> <ul style="list-style-type: none"> <li>• MEDCYCLETOUR (Interreg MED 2014-20). Actions for the development of the cycle route EuroVelo 8;</li> </ul> <p>In addition synergies and complementarities could be further enhanced with the existing cycle and touristic routes in the Alpine and Danube Regions.</p> <p>Coherent links should be also ensured with the Initiative Routes4EU promoted by the Council of Europe and the thematic cultural routes developed by TSG4.</p>
<p><b>Maturity of the project idea among the EUSAIR countries</b></p>	<p>The northern and central-western segment of ADRIATIC-IONIAN Cycle Route coincides for most of the route with two Cycle routes of the Italian National System of Touristic Cycle routes: the "Ciclovia Trieste –Venice", the "Ciclovia Adriatica" (from Veneto to Puglia Regions) and "Ciclovia Magna Grecia" (Calabria-Basilicata and Sicily). Memoranda of understanding, between the Italian State and the Regions, are in the process to be signed.</p> <p>The northern and eastern part of the ADRIATIC-IONIAN Cycle Route (from Venezia-Trieste to Greece) coincides with the "Mediterranean Route - EuroVelo 8", of European cycle network, that, for the EUSAIR area, involves Friuli Venezia Giulia Region, Slovenia, Croatia, Bosnia Herzegovina, Montenegro, Albania and Greece.</p>
<p><b>Possible indicators</b></p>	<ul style="list-style-type: none"> <li>- Number of workshops addressed to the key stakeholders of the EUSAIR Countries in order to develop some specific topics of interest;</li> <li>- Number of feasibility studies/analysis for sections (of regional/ county/similar level) for which the feasibility study is missing related to the main components of the objectives of the idea;</li> </ul>

	<ul style="list-style-type: none"> <li>- Number of joint action plan to develop a touristic offer on the Adriatic-Ionian cycle routes;</li> <li>- Number of technical meetings organized among key actors and potential Partners at national and macroregional level;</li> <li>- Number of possible project proposals originated by the idea to be presented for financing under targeted financial instruments</li> </ul>
<b>Indicative time frame</b>	The development of the idea will be focused on a first preliminary phase from May-August 2019 and afterwards further developed during the indicative timeline from August 2019 to the first months of 2020.
<b>Potential funding sources (EU funds/National funds/International Financial Institutions)</b>	<p>Completion and full establishment of the entire Adriatic-Ionian cycle route and the inner connections to the hinterland would require/imply the activation of National Funds (including regional and local co-financing) for each concerned Country.</p> <p>In Italy the feasibility studies of the main sections of the ADRIATIC-IONIAN Cycle Route are financed by Law n. 208/2015, updated then by Law n. 96/2017. These feasibility studies will end in 2020. The Law n. 208/2015 provides, after the feasibility studies phase, the financing also of the construction of some functional lots.</p> <p>In accordance and coherently with the planned activities, the timelines and the objective of the idea, if and how the Interreg ADRION Programme (second call) could potentially support some specific actions should be checked.</p> <p>The negotiation phase on the next programming period 2021-27 could take in to account the crosspillar idea as emblematic action to be embedded, if jointly supported, within the ERDF mainstream Programmes and IPA III Programmes and the EU future direct managed Programmes.</p>
<b>Partners (Lead applicant, partners, national partners/key stakeholders involved or to be involved)</b>	<ul style="list-style-type: none"> <li>- National and Regional Authorities responsible for sustainable mobility and tourism;</li> <li>- National and Regional Tourism Promotion Agencies;</li> <li>- Regional Development Agencies</li> </ul> <p>Candidate Lead Applicant: Marche Region (Italy)</p>
<b>Additional information</b>	

**OTHER RELEVANT INFORMATION RELATED TO THE TYPE OF COOPERATION:**

<b>TSGs proposing the project idea / minutes</b>	<b>TSG2 – Transport Sub-Group</b>  The evidence of the outcome of internal written procedure launched for approval within TSG2-Transport SubGroup is attached.
<b>Proposed type of cooperation between Facility Point Plus Management and TSGs</b>	
<b>Name and surname of the appointed member of the TSG_2__ (insert number of the Pillar)</b>	(under confirmation)  MS. ELISABETTA REJA (TECHNICAL SUPPORT UNIT)
<b>Name and surname of the appointed member of the TSG_4__ (insert number of the Pillar)</b>	(under confirmation)  MS. VLASTA KLARIĆ (THEMATIC EXPERT)
<b>Name and surname of the appointed member of the TSG__ (insert number of the Pillar)</b>	

*Filled in Application Form for project idea should be submitted to the e-mail address: [eusair.point.svrk@gov.si](mailto:eusair.point.svrk@gov.si) and in copy to another appointed member of the outfit of TSGs. In the subject of the submitted e-mail it should be written: "FACILITY POINT PLUS-PROJECT IDEA SUBMISSION".*