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<th>Time</th>
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<tr>
<td>8.00 – 8.20</td>
<td>#3SI Projects of Rijeka</td>
<td>#3SI Transportation Stock Exchange in the 3SI Region</td>
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<td>Ministry of the Sea, Transport and Infrastructure and Port of Rijeka Authority, Croatia</td>
<td>Government of Romania</td>
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<td>8.30 – 8.50</td>
<td>#3SI Digital Platform on Monitoring Hydrographic Bases in the 3SI Region</td>
<td>#3SI Baltic Pipe Project</td>
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<td>Government of Romania</td>
<td>Poland</td>
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<td>9.00 – 9.20</td>
<td>Development of Drone Traffic at the European and International Levels</td>
<td>#3SI Romania-Hungary-Slovakia Gas Corridor</td>
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<td>Federal Ministry of Transport, Innovation and Technology and Frequentis AG, Austria</td>
<td>FGSZ Zrt., Hungary</td>
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<td>9.30 – 9.50</td>
<td>5G Techrity</td>
<td>#3SI LNG Terminal in Świnoujście</td>
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<td>Electronic Communications Office, Latvia</td>
<td>Poland</td>
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<tr>
<td>10.00 – 10.20</td>
<td>SEESARI – South East European Strategic Alliance for Rail Innovation, R&amp;D Innovation Window of Slovenian Railways</td>
<td>Port of Koper - Connecting Central Europe with the Sea</td>
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<td>Slovenian Railways, Slovenia</td>
<td>Luka Koper d.d., Slovenia</td>
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<td>10.30 – 10.50</td>
<td>#3SI The Curtici–Arad–Timisoara–Caransebes–Craiova–Bucharest Railway Ring–Constanta Port Railway and Digital Corridor</td>
<td>Future Flow</td>
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<td>Government of Romania</td>
<td>ELES d.o.o., Slovenia</td>
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<td>11.00 – 11.20</td>
<td>OIS-AIR – Establishment of the Open Innovation System of the Adriatic-Ionian Region</td>
<td>#3SI Danube-Oder-Elbe Water Corridor</td>
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<td>Technology Park Ljubljana, Slovenia</td>
<td>Czech Republic</td>
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<td>11.30 – 11.50</td>
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<td>Eustream, a.s., Slovak Republic</td>
<td>Investment in the 3SI Region: DOs and DON'Ts from the EIB Experience</td>
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<td>12.00 – 12.20</td>
<td>Start-ups in the Palace</td>
<td>European Investment Bank</td>
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<td>12:30 – 12:50</td>
<td>The Global and European Perspectives of the Ljubljana Transport Node</td>
<td>#3SI LNG Terminal on the Island of Krk</td>
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<td>City of Ljubljana, Slovenia</td>
<td>LNG Croatia LLC, Croatia</td>
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#3SI Presentation of the 3SI Priority Interconnection Project
#3SI PROJECTS OF RIJEKA
Republic of Croatia / Ministry of the Sea, Transport and Infrastructure / Port of Rijeka Authority

A total value of EUR 115.76 million was secured for six projects co-financed by the Connecting Europe Facility (CEF). The projects are focused on the modernisation of the railway infrastructure and the construction of new intermodal capacities at the Port of Rijeka, the reconstruction of the berths for general cargo, and modernisation of the information system of the Port community, called the Port Community System. All projects will be completed in either 2020 or 2021.

#3SI TRANSPORTATION STOCK EXCHANGE IN THE 3SI REGION
Government of Romania

The “Transportation Stock Exchange in the 3SI region” is aimed at connecting all interested transport and international expenditures, building a universal communication and operating data system, creating an intelligent digital platform for transport and logistics services in the 3SI region, with the ability to transverse transport services and international expansions, ensure real-time transport of goods for the optimisation of transport services, evidence of provisions and accessing information about tariffs, special services, incident evidence and transport journal.

The project optimises transport in the 3SI region, thus significantly reducing transportation costs and implicitly also production costs. The monitoring centre should optimise the use of transportation means and information and offer the possibility of licensing in order to enable freight transport service in the 3SI region (a transit area for commodities and raw materials). Located on the border of two systems, the EU and the CIS, international expenditures play a key role in harmonising standards, transporting documents and the means of transport with related operations. The high volume and speed of data processing require a technological, digital platform connected to all regional logistics centres, with the possibility of remote trade transport and logistics services.

#3SI DIGITAL PLATFORM ON MONITORING HYDROGRAPHIC BASES IN THE 3SI REGION
Government of Romania

The “Digital Platform on Monitoring Hydrographic Bases in the 3SI region” project is aimed at creating an intelligent digital platform for real-time monitoring of water in the hydrographic basins of the 3SI region, the digital modelling of polluters, water discharge, risk analysis, and the calculation and monitoring of water currents and water quality parameters. The platform monitors all water-related facets, providing an analysis of flood risks, droughts and water shortages as well as of the impact of water abstraction in the 3SI region, taking into account climate change effects. The project introduces the construction of an intelligent centre in Bucharest for the management of emergency situations in the 3SI region.

#3SI BALTIC PIPE PROJECT
Poland

The Baltic Pipe Project and the LNG Terminal in Świnoujście Expansion Program, which together constitute the Northern Gate Project, are aimed at creating a new source of natural gas supply for the Polish market and end users in neighbouring countries. The Baltic Pipe Project will establish a transmission corridor for gas from the Norwegian Continental Shelf to Denmark and Poland, with a capacity of 10 bcm/year. The envisaged commissioning date of the Baltic Pipe Project is 1 September 2022.

ENERGY INTERCONNECTIVITY IN THE CEE REGION, SYNERGIES BETWEEN HUNGARY’S AND SLOVENIA’S ENERGY SYSTEMS
Paks-2 Ministry / Hungary

Our presentation’s aim is to highlight the synergies between Hungary’s and Slovenia’s electricity systems regarding balancing, base load capacity and demand side response practices. On the other hand, there are untapped opportunities between the two countries nuclear industries both on the operational and maintenance, as well on the engineering experience sides.

#3SI ROMANIA-HUNGARY-SLOVAKIA GAS CORRIDOR
FGSZ Zrt. / Hungary

The implementation of this Romanian-Hungarian-Slovakian project would allow the gas reserves in the Black Sea (RO) to reach Central Europe, thus decreasing consumer prices and significantly reducing Russian political and economic leverage over the region. The consortium of ExxonMobil and Romania’s biggest oil and gas company OMV Petrom (owned by the Austrian energy group OMV) started offshore drilling operations in the Neptune gas field (in the Romanian EEZ of the Black Sea) in 2011. The two companies have estimated the gas reserves to amount to approximately 100 billion cubic meters and, according to press reports, have already invested close to USD 2 billion in exploration works. Given the size of the find and the expected competitive price, the natural market for this resource is Central Europe. Hungary, a neighbour of Romania with a well-developed high-pressure gas transmission system designed from the outset for transit purposes, is best placed to become both a transit country and customer.

5G TECHRITORY
Electronic Communications Office of Latvia

The 5G Techritory is a new type of innovative open platform for cross-border, cross-level and cross-sectoral cooperation aimed at developing a sustainable 5G ecosystem in the Baltic Sea region in line with the European Commission’s Strategy for the Digital Single Market and the Nordic-Baltic digital cross-border cooperation policy and its 5G Action Plan for 2018–2020. The 5G Techritory was created to facilitate the development of innovative business models, establish new partnerships between global and regional ICT companies, governments, municipalities, business support organisations, universities and other key stakeholders to reduce the digital divide and enable sustainable growth. The 5G Techritory comprises the following countries: Norway, Sweden, Finland, Estonia, Latvia, Lithuania, Poland, Germany and Denmark.

#3SI LNG TERMINAL IN ŚWINOUJSIE
Poland

The LNG Terminal of the Świnoujście Expansion Program is aimed at increasing the nominal regasification capacity of the terminal from 5 to 7.5 bcm/year (in November 2021), increasing the operational flexibility of the LNG terminal installation and extending the range of services provided by enabling natural gas transshipment, bunkering and reloading to ISO containers and rail tankers (in May 2023). The project will fundamentally change the current architecture of gas flows in Central and Eastern Europe. As a result, it will contribute to secure, affordable and sustainable energy supply in Europe through increased market integration, diversification of supply and high competitiveness.

SEESARI – SOUTH EAST EUROPEAN STRATEGIC ALLIANCE FOR RAIL INNOVATION, R&D INNOVATION WINDOW OF SLOVENIAN RAILWAYS
Slovenian Railways

The SEESARI initiative was launched in 2016 as an innovation alliance of various stakeholders from the public and private sectors aimed at strengthening research, development and innovation projects in transport, with a special focus on the railways of South-Eastern Europe. Currently, the SEESARI network consists of more than 60 members, all of which joined forces to prepare the key Master Plan document to usher in a new era of railways in the region. The initiative is fully supported by the UIC – International Union of Railways, and the SEESARI network has signed a special agreement with Shift2Rail Joint Undertaking, the biggest research and innovation programme financed through the European Union’s Horizon 2020 programme. Slovenian Railways is actively engaged in the platform, and potential future common projects between the SEESARI and the Three Seas Initiative have been proposed.

PORT OF KOPER – CONNECTING CENTRAL EUROPE WITH THE SEA
Luka Koper d.d.

The Port of Koper is a multipurpose port, and Luka Koper, the company that manages the entire Port area, has 12 specialised terminals. The Port has a strategic geographic position and, in comparison to north European ports, offers the shortest link for ships transporting goods from the Far East to Central Europe. It mainly
serves Central and Eastern European countries, which account for 2/3 of its annual throughput. The Port has good transport connections with hinterland markets, with a high percentage, almost 60%, of cargo being transported by rail. With 24,000 trains per year coming or leaving the Port, its future development and performance will follow the modernisation projects of the Slovenian railway network. Together with the new rail track connecting Koper and Divača, Slovenia will have invested almost EUR 2 billion in the modernisation of its railway network by 2026.


Government of Romania

On Romanian territory, this route encounters all types of relief. Most of its length (822 km) consists of a dual-track railway. The entire route is electrified with a 25 kV-50Hz AC system. The maximum speed is between 50 and 120 km/h, which means that the travel time from the HU–RO border to the city of Constanta is approximately 14 hours. A 5G-compliant fibre-optic throughput will be implemented on the entire corridor presented above. One part of this corridor will focus on the digitisation of railway sector-specific signalling and telecommunication systems, with a particular focus on the Bucharest, Craiova and Timisoara railway lines, along which the Bucharest, Craiova and Timisoara fibre-optic lines will be implemented. In addition, the extension of networks and the digitisation of installations at the Constanta Port and border stations will be carried out by means of special projects.

FUTURE FLOW

ELES d.o.o.

The ambitious FutureFlow project has demonstrated that within 10 to 15 years, fossil-fuel based power plants could be replaced by future prosumers and renewable energy sources in the segment of system flexibility and security provision, including distributed generation and eventual complementary technologies, provided that proper cross-border regional market integration mechanisms have been developed and put into place. Equipped with state-of-the-art devices, consumers will no longer be just passive consumers, but will be able to produce electricity. They have the potential to become active players in power systems’ security, as guardians of the power system, thus contributing to the most challenging of all TSOs balancing services. As a development project, FutureFlow will go beyond the level of scientific contribution. Its work will bring prototype solutions to be applied by industry in the real economy after the end of the project

OIS-AIR – ESTABLISHMENT OF AN OPEN INNOVATION SYSTEM OF THE ADRIATIC-IONIAN REGION

Technology Park Ljubljana

The OIS-AIR: Establishment of an Open Innovation System of the Adriatic-Ionian Region project is financed by the Interreg ADRIION EU programme. It is aimed at establishing a single marketplace for technology and innovation that would be competitive and attractive at the macro-regional level and involve relevant stakeholders from different sectors in the Adriatic-Ionian Region, from research institutions to SMEs and public administration. The partners involved in the project include: the AREA Science Park Trieste – Italy; the Technology Park Ljubljana – Slovenia; the Croatian Chamber of Economy – Croatia; the Science Technology Park Belgrade – Serbia; the Centre for Research & Technology Hellas (CERTH) – Greece; the University of Basilicata – Italy; and the Ministry of Finance and Economy of Albania.

#3SI DANUBE-ODER-ELBE WATER CORRIDOR

Czech Republic

The project involves a multifunctional inland waterway corridor connecting the Baltic, Black, and North Seas, including energy and water management functionalities. The presentation will focus on the current status of the project, further steps to be taken, and business opportunities linked with the project.

#3SI EASTRING

Eustream, a.s. / Slovak Republic

EASTRING is a new pipeline project for Central and South-Eastern Europe that represents an important step towards the Single European Market and is included in the third EU list of Projects of Common Interest. EASTRING is a bi-directional gas pipeline interconnector with an annual capacity between 225,500 GWh and 451,000 GWh (ca. 20 bcm up to 60 bcm), connecting Slovakia with the EU external border in Bulgaria through the territories of Hungary and Romania. EASTRING will provide a direct and the most cost-effective transmission route between the western EU liquid gas hubs and the Balkan region/Turkey (e.g. the Balkan Gas Hub) – an area with the potential to become a highly liquid region, offering gas from various sources. By providing the opportunity to diversify transmission routes as well as supply sources, it will enhance supply security in the wider region, especially in South-Eastern Europe. EASTRING will be open for natural gas from well-established as well as alternative sources. It will bring gas from new sources from the Caspian / eastern Mediterranean / Black Sea / Middle East regions. At the same time, it will provide South-Eastern Europe with gas from European gas hubs. The whole capacity will be available to any shipper or supplier.

INVESTMENT IN THE 3SI REGION: DOs and DON’Ts from the EIB

European Investment Bank

STARTUPS IN THE PALACE

Poland

The project “Startups in the Palace”, aimed at supporting and promoting the most promising Polish start-ups, has been launched at the initiative of the Presidential Office and the Startup Poland Foundation. The participating start-ups were awarded special “passports” by the President of Poland, Andrzej Duda, which include invitations to board the presidential plane and take part in one of the President’s trips abroad.

THE LJUBLJANA TRANSPORT NODE: THE GLOBAL AND EUROPEAN PERSPECTIVES

The Municipality of Ljubljana

The Ljubljana railway junction (LJ) is on the 3SI List of Priority Interconnection Projects. However, the development of the railway interconnection of two TEN-T core network corridors (Baltic – Adriatic, Mediterranean) with the Ljubljana Railroad Freight Terminal and Ljubljana Airport requires a multilateral approach.

Coined “The Ljubljana Gap” by W. S. Churchill, the Ljubljana transport node, together with the Port of Koper, is poised to become a global transport node. The node is situated at the interconnection of two TEN-T core network corridors and is an hour’s drive from the Port of Koper, which is part of the North Adriatic Ports Association (Venice, Trieste, Koper, Rijeka). The planned second railway track on the Koper–Divača line (EU Priority Project 19 – China Connectivity Platform) will have been completed by 2025. The Three Seas Initiative can shift EU policies towards direct links between the Baltic and Adriatic Seas, which represent the necessary equilibrium between the North Atlantic alliances and the Belt and Road Initiative.

The significance of the Ljubljana transport node for the EU lies the interconnection of the TEN-T core network corridors, together with three TEN-T terminals: railway, aviation and maritime. The municipal plan for the Railroad Freight Terminal was adopted by the Municipality of Ljubljana in 2018, and the municipal plan for the Ljubljana Passenger Centre was adopted in 2006. Both sites are ready for investment. The adoption of the national plans for the Ljubljana railway, motorway and airport junctions are of vital importance.

#3SI LNG TERMINAL ON THE ISLAND OF KRK

LNG Croatia LLC / Republic of Croatia

The LNG terminal on the island of Krk is aimed at ensuring energy needs and increasing the security of gas supply through the provision of a new gas supply route for Central and South-Eastern European countries. The project will include the construction and operation of the necessary infrastructure for receiving, storing, reloading and regasification of liquefied natural gas. The technical capacity of the floating terminal will depend on the technical characteristics of the terminal, while the maximum annual delivery of natural gas is expected to amount to 2.6 billion cubic meters