

2015 CEF Transport Calls for Proposals

COUNTRY FICHE



Italy



Key facts and figures

Evaluation results	Eligible vs Recommended proposals by call																																																
<ul style="list-style-type: none"> 41 eligible proposals were submitted in response to the call for proposals requesting € 272.9 million of CEF funding. 12 proposals were selected for funding with a total of € 91.4 million recommended CEF funding. 	<table border="1"> <caption>Eligible vs Recommended proposals by call</caption> <thead> <tr> <th>Call</th> <th>Eligible (Millions)</th> <th>Number of proposals</th> </tr> </thead> <tbody> <tr> <td>Cohesion</td> <td>272.9</td> <td>41</td> </tr> <tr> <td>General</td> <td>91.4</td> <td>12</td> </tr> </tbody> </table>	Call	Eligible (Millions)	Number of proposals	Cohesion	272.9	41	General	91.4	12																																							
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* Proposals may belong to more than one corridor. Where this is the case, recommended funding represents the total amount and not the share of the corridor in a proposal.

List of selected proposals

Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
General	2015-EU-TM-0028-S	Rhine-Alpine integrated and seamless travel chain	The proposed Action concerns a study on the improvement of seamless and accessible transport operations on the entire Rhine-Alpine Core Network Corridor (CNC). It builds on the results of the EU funded initiative "CODE24 - Corridor 24 Development Rotterdam Genova". The priority is to optimise the network in terms of accessibility and interoperability and to raise the capacity and speed on this densely populated corridor with minimum interventions in terms of new construction and environmental impact. The Action will undertake case-studies for various selected urban nodes and connections between urban nodes.	288,857
General	2015-EU-TM-0102-W	Upgrading of Instrument Flight Procedures to a PBN standard	The Action aims at modernising aircraft departure and arrival routes into and out of the European airway structure to a Performance Based Navigation (PBN) standard. It will be implemented by a Consortium composed of six UK Airports with the Italian air navigation company ENAV SpA undertaking the design of procedures over two Italian airports. Modernisation of navigation routes into and out of airports to a PBN standard is the highest priority of the International Civil Aviation Organisation's Global Air Navigation Plan. SESAR's Pilot Common Project (PCP) mandates PBN implementation at Europe's 24 busiest airports. This consortium will see 8 non-PCP airports, which are critical to the European network, also upgrade their airspace infrastructure to a PBN standard.	177,500
General	2015-EU-TM-0108-S	Preventing incident and accident by safer ships on the oceans	The global framework where PICASSO is placed aims at achieving a modern and developed maritime sector, with a capable and up-to-date work force that enables the sector to become greener, safer and more efficient and sustainable. PICASSO, is a study with pilots actions which aims at tackling the challenges and opportunities related to maritime safety and security of on board and on shore operations. PICASSO is organized in 4 core activities: 1) On board safe, efficient and secure operations; 2) On shore safety and security; 3) Event Management; and 4) Training and human factors. PICASSO will provide solutions for improving safety and security conditions in shipping.	281,400
General	2015-EU-TM-0193-M	SESAR Deployment Programme implementation 2015 - Cluster 1	The Action contributes to the deployment of SESAR and is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014 and are expected to achieve enhancement in terms of ATM performance in the short term (up to 2018). This Action includes IPs in five of the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014.	21,946,273
General	2015-EU-TM-0196-M	SESAR Deployment Programme implementation 2015 - Cluster 2	The Action contributes to the deployment of SESAR and it is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014 and are expected to achieve enhancement in terms of ATM performance in the short and medium term (up to 2020). This Action includes IPs in all the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014.	8,044,919
General	2015-EU-TM-0310-M	ADRI-UP - Adriatic MoS Upgraded Services	ADRI-UP develops a port and logistics infrastructures enhancing the regular waterborne transport logistics services along the Adriatic-Ionian MoS corridor between the core ports of Trieste, Ancona and Igoumenitsa. This enables the connection and integration of four TEN-T corridors. The Action consists of the following activities: Construction of Igoumenitsa Freight Village and link to hinterland; Studies for the railway infrastructure and the RO/PAX terminal at Port of Ancona; Restructuring of Pier VI in Trieste; Integration of the maritime link and the dryport of Ferneti; ICT innovative tool. The Action improves the connection of the ports with their hinterland, increasing the modal shift and the use of sustainable transport modes.	3,734,500

** The CEF funding under the multinational (EU) proposals has been allocated to respective MS based on the share of each applicant in the proposal and their place of establishment.

Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
General	2015-EU-TM-0316-S	Models for economic hydrogen refuelling infrastructure	The Action aims to prove a new demand-lead commercial model for the deployment of hydrogen refueling stations by carrying out a test of economies and practicalities of operating large hydrogen refueling stations. It is part of a global project aiming to deploy 500 buses and stations by 2020. The Action consists on study with a real-life trial of large hydrogen stations in 8 different locations in Germany, Italy, the Netherlands and the UK along the core road network. A minimum of 10 operating hydrogen buses per station will operate. Buses will be co-funded by the Fuel Cell and Hydrogen Joint Undertaking. The Action includes the deployment of the stations, operations of buses and stations, studies on the bankability of the stations and dissemination for future deployment.	862,500
General	2015-EU-TM-0415-S	EVA+ (Electric Vehicles Arteries in Italy and Austria)	The Action entails a set of preparatory studies, a pilot implementation of 200 multi standard fast chargers and a Real Life Trial of Electric Vehicles on the Core network in Italy and Austria along a major section of four multimodal Core Network Corridors. The objective of the Action is to kick start long-distance electric mobility journeys in both countries, as well as connecting main urban nodes with TEN-T corridors, while ensuring fast charging interoperability and roaming with other EU countries.	3,187,250
General	2015-IT-TM-0144-S	Design of a railway link to Venice airport	The international airport of Venice is located 12 km North-East of the city and at present is only connected by road and water. The Action will deliver a final design study for a railway link to the airport, which is not connected to the railway network. The Action is located in the Core airport of Venice. It is part of a Global Project concerning the design and construction of the railway connection to the airport in accordance with the National Airports Plan. It entails a single activity consisting of the final design for the new railway link to Venice Airport. It will provide benefits in terms of an increased catchment area, contributing in particular to tourism, and promotion of modal shift.	4,000,000
General	2015-IT-TM-0168-W	ERTMS track-side equipment on the Italian core network	The proposed Action concerns the deployment of ETCS level 2 baseline 3 on 1,035 km (in double-track equivalent) of railways, located on several Core Network Corridors in the North of Italy. It involves two cross-border sections and the connections to three sea core ports. The Action is divided into 6 independent sections each covered by one activity. The Action is part of a Global Project aiming at equipping all Italian sections of Core network Corridors with ETCS. It will contribute to the deployment of ERTMS on Italian railways having a positive impact on their safety, interoperability and capacity.	45,710,000
General	2015-IT-TM-0247-M	Enhancing Padova multimodal logistics platform (Interporto di Padova)	Interporto of Padova is located on the Mediterranean and Baltic-Adriatic Core Network Corridors and Padova is listed in the Annex II part 2 of Regulation 1315/2013 as a core rail-road terminal. The Action aims to support the ICT development and ancillary works in the terminal and it is part of the Global Project for the enhancement of the Interporto. The activities concern the ICT infrastructure, gate automation, rail tracks improvements, safe and security upgrading as well as a study on the optimization of freight flows. In the long term, the Action will contribute to modal shift of freight, improved quality of service and CO2 emissions reduction.	1,352,120
General	2015-IT-TM-0312-M	Intermodal connections optimization and upgrade of Vado Multimodal Platform (VAMP UP)	The Action concerns the Core multimodal logistics terminal in Vado Ligure and aims at enhancing its integration with the core Rhine-Alpine and Mediterranean network corridors by improving the last-mile connections and interconnecting SSS services of the port of Vado Ligure. The Action will be implemented in 4 activities, mixed with studies and works. The terminal will be optimised by installing 4 railway tracks with a length of 450 m, an automatized Railway Gate and a bridge allowing road access to the terminal. The study aims at elaborating a technical documentation for the last mile connection solutions. The Action, as a part of a Global project, will contribute to the economic development of the region. It will foster the use of transport modes which have lesser environmental footprint.	1,815,200

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