

PRIORITY ACTIONS FOR TRANSPORT

(As endorsed by the TSG2 Sub-Group on Transport)
Implementation Template

COUNTRY: Italy

Topic “Maritime transport”

(Specific objective: To strengthen maritime safety and security and develop a competitive regional intermodal port system)

Priority Actions	Priority Sub-actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
Improving and harmonizing traffic monitoring and management	Enhancement and simplification of the existing ADRIREP Mandatory Ship Reporting system and proposal for the amendment of the IMO Res. MSC n.139 (76). Implementation of an integrated Adriatic and Ionian common VTMS, the related alerting system and the common training and certification schemes of the operators.	<ul style="list-style-type: none"> • Lack of a common database for passenger Transport in the Adriatic area • The absence of common rules in AI REGION in terms of the vessel traffic monitoring regulation • Presence in AI REGION of different vessel traffic monitoring systems implemented by different countries • Communication among shore-based Authorities is carried out by sending of emails. This occurs for each report submitted by the ships and/or for all ships' related information which are requested to share within the MRS • Lack of shared information and communication between national VTMS 	<ul style="list-style-type: none"> • Within the Mediterranean AIS Regional Exchange Server (MAREΣ), hosted by Italy in agreement with EMSA since 2009, a virtual sub-regional server is operating, since 2012, to allow the sharing of the Adriatic and Ionian basins' AIS information collected by Italian (East coast), Slovenian, Croatian, Montenegrin and Greek national AIS networks. • At Regional level, the outputs of some ongoing projects, acting within the IPA-Adriatic CBC programme 2007-2013, are expected by September 2016 in order to provide solutions to enhance the maritime information sharing in the AI Region. In particular: <ul style="list-style-type: none"> ○ Easyconnecting project will provide 	<ul style="list-style-type: none"> • Creation of an international, macroregional observatory for maritime passenger transport • Update, integrate and simplify the existing Adriatic Sea mandatory ship reporting system (ADRIREP) in order to draw up a draft amendment to IMO Resolution MSC 139 (76) of 2002 • Identify solutions for implementing of a common Adriatic VTMS to exchange data and services related to

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			<p>an assessment on the national VTMS already implemented; a data mapping for the vessel traffic information sharing and to evaluate possible integration/addition to the Traffic Separation Schemes (TSS); and technical - functional analysis and modelling for the improvement of the vessel traffic management in the Adriatic area aims to :</p> <ul style="list-style-type: none"> o realize a gap analysis between the different areas defined by the vessel traffic separation patterns correlated with maritime accidents that occur in the REGION; o produce a new monitoring model of the vessel traffic to integrate the different systems applied in the Adriatic area; o produce a new alarm system model to support the vessel traffic monitoring. o Balmas project will allow the Adriatic Competent Authorities to manage and control the information on the BW carried on board the vessel sailing in the Adriatic Sea by mean of an automatic regional tool called “BW Management Decision Support 	<p>vessel traffic monitoring and related alerts</p> <ul style="list-style-type: none"> • Define joint training programs for operators • Promote a VTMS and NSW interoperability in the Adriatic-Ionian Region

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			System (BWM DSS”).	
Developing ports, optimizing port interfaces, infrastructures and procedures/operations	1) Adoption of a common framework for the development of Single Window systems (Directive 2010/65/EU) allowing exchange of information between the ship and the onshore competent authorities and operators for streamlining administrative procedures (e.g. customs clearance, phytosanitary controls, etc.).	<ul style="list-style-type: none"> • Lack of a common framework for the exchange of data in the Adriatic Ionian macro region • Fragmentation of customs clearance procedures - time consuming and expensive - for operators, who need to send identical or essentially similar information to 18 different administrations in order to obtain authorizations, permissions, licenses and go-aheads (in most cases still provided on paper) • Lack of maritime and land accessibility of ports • No standardization in AI REGION of the rules to activate alarms for detecting potentially hazardous situations for the safe navigation (between IPA countries and EU countries) No standardization of Reporting Formalities procedures related to the arrival and departure of ship in the ports of AI REGION in accordance with the 	<ul style="list-style-type: none"> • The “ITS Adriatic Multiport Gateway” project (2010-EU-21106-S) developed a prototype of a common e-platform based on the development of a NAPA web portal for data sharing, integrated with enhanced NAPA port community systems and with an EDI application, in order to allow the interconnection among the ports’ systems, according to common standards and technical requirements defined on the basis of a ports’ process analysis • Digitalization of customs clearance procedures through the creation of a Single Window. It should compel the 18 administrations to integrate their procedures in order to offer companies a unitary interface (single window/one stop shop), which allows to: <ul style="list-style-type: none"> ◦ require, check, and download certifications, go-aheads, and authorizations electronically 	<ul style="list-style-type: none"> • Carry out feasibility studies relating to the interventions proposed;., an accurate assessment of financial needs and related funding opportunities should be performed, mainly taking into account alternative funding mechanisms. • Identify operational procedures and technical options for enabling interoperability and data exchange among National Single Windows (both those existing and those to be established in EU candidate Countries). • Realize the development of the actual IT structure

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		requirements of the EU Directive 2010/65 (between IPA countries and EU countries)	<ul style="list-style-type: none"> digitalise the whole customs clearance procedures, including control segments owned by administrations different from the Customs Agency. The STM Action n. 2014-EU-TM-0206-S co-funded by CEF 2014 grants, aims at validating the target concept of Sea Traffic Management (STM), which has been defined and elaborated within MONALISA and MONALISA 2.0 projects, previously supported by TEN-T. It is therefore part of a global project aiming at ensuring successful deployment of STM. Sea Traffic Management aims to overcome many of the challenges of communication and information sharing between stakeholders in the maritime transport industry and create significant added value as a result in particular for ship- and cargo owners and for shipping in the transport chain. This pilot action with wider benefits, will impact all core corridors. In the STM Validation Project, the theoretical definition work carried out in MONALISA 2.0 will be taken into practice by establishing large-scale test beds for Sea Traffic Management in the 	<p>facility used for the data exchanging in order to give benefits to the National Maritime Single Window allowing the secure exchange, the management and the storing of data, promoting sustainable transport systems avoiding bottlenecks and assuring an efficient exchange of data among public and private stakeholders.</p> <ul style="list-style-type: none"> Develop joint measures to harmonize policies and technical standards to be used by the Single Windows in the Adriatic and Ionian Region Countries in accordance with the respective domestic and EU legislation Achieve a direct exchange of data between NSW systems

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			<p>Nordic region and in the Mediterranean Sea. In these test beds, Voyage Management, Flow Management and Port Collaborative Decision Making (CDM) will be tested and validated in practice. An infrastructure for the information exchange in the test beds will also be set up. The Action will also refine and develop the existing analyses on the effects on charter parties, the legal and liability aspects, operational aspects such as usability and cyber security, as well as provide a cost benefit analysis with compelling business cases for affected parties. The European Commission supports the project for the period 2015-2018 with an amount of €21,5 million from the Connecting Europe Facility (CEF).</p> <ul style="list-style-type: none"> The NAPA4CORE Action n. 2014-EU-TM-0343-M co-funded by CEF 2014 grants, aims at The Action aims to improve maritime and land accessibility of ports of Trieste and Koper situated on the Baltic-Adriatic and Mediterranean Core Network Corridors. It is part of Global Project, implemented by North 	<p>in AI Region Countries</p> <ul style="list-style-type: none"> Define a roadmap for implementing a NSW platform in the EU candidate Countries which are members of EUSAIR

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			<p>Adriatic Port Association, which addresses development of the North Adriatic ports of Venice, Trieste, Koper and Rijeka in order to increase their capacity and improve their hinterland connections.</p> <ul style="list-style-type: none"> The ARGES (pAssengeRs and loGistics information Exchange System) Project, which has been operated within the European Territorial Cooperation programme Greece-Italy 2007-2013, provided a prototype for an interoperable Single Windows System. 	
	2) Adoption of a common framework for the development of internal and external port infrastructures (road/rail/berths/equipment) to support the ports' intermodality and related Short Sea Shipping transport flows by aligning them with TEN-T requirements.	<ul style="list-style-type: none"> Lack of a common database of all bottlenecks and missing links hindering the development of SSS and intermodal transport in the Adriatic area Lack of a feasibility study for the clustering of ports in the north Adriatic area Lack of coordination at macro-regional level in the decision-making process in maritime transport for the joint implementation of strategies and infrastructural investments Lack of E-Freight solutions in ports Lack of Telematic Application solutions in 	<ul style="list-style-type: none"> The Adriatic MoS project (IPA Programme 2007-2013, first call) produced the Adriatic MoS Master plan, which contains, among other, the main bottlenecks hindering the development of SSS and intermodal transport in the area. The Adriatic Gateway project (2010-IT-92244-S) realized a feasibility study on the possible clustering of the northern Adriatic ports. Alignment of the extended TEN-T Corridors to the WBs with the requirements as Regulation 1315/2013 (TEN-T Guidelines) 	<ul style="list-style-type: none"> Foster the connectivity between the Adriatic-Ionian regions and improve the coordination at macro-regional level of the decision-making process in maritime transport for the joint implementation of strategies and infrastructural investments Analyze all TEN-T corridor sections in the

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		<p>inland ports</p> <ul style="list-style-type: none"> • Missing infrastructure links • Insufficient competitiveness and integration of short sea shipping in the medium-lower Adriatic • Lack of a clear overview on policies and infrastructures available in the whole Adriatic-Ionian Macro Region: the lack of modal alternatives and of information on one shore affects transport solutions on the other as well, typically making road the preferred choice • No coordinated scheme for incentives to support modal shift from road to rail/see has been activated yet in the Adriatic-Ionian area. Several incentives have been activated in Italy, which are characterized by different assumptions, methodologies, timelines etc. thus showing a fragmentation of the different initiatives • Need for a macro-regional framework for incentive policies 	<ul style="list-style-type: none"> • The E-IMPACT Action n. 2014-EU-TM-0686-S co-funded by CEF 2014 grants, aims at fostering the implementation of E-Freight so as to simply and reduce the cost of exchanging information among actors and transport modes along the chain leading to a more efficient, less polluting freight transport and facilitating the use of multimodal freight transport solutions. It carries out studies with real-life pilots in core ports of E-freight standards and technological infrastructure. The European Commission supports the project for the period 2015-2017 with an amount of €1,9 million from the Connecting Europe Facility (CEF). • The main objective of the Action “Study for standard enhancement and interconnection of national systems of RIS-Italy” n. 2014-IT-TM-0319-S is to provide full RIS system and create the conditions for optimal use of the waterways. The European Commission supports the project for the period 2014-2017 with an amount of €1,2 million from the Connecting Europe Facility (CEF). 	<p>EUSAIR Region, outlining bottlenecks and missing links preventing them from meeting the Reg. 1315/2013 standards</p> <ul style="list-style-type: none"> • Map all ports, access points and multi-modal infrastructures, also with reference to the optimization of last mile connections and origin-to-destination offers to customers and forwarders • Involve shipyards and maritime clusters for the provision of costing and technological support on fleet investment and management • Complete cost/benefit analysis related to fluvial-maritime routes and their impact on TEN-T corridors, and expected indirect benefits

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			<ul style="list-style-type: none"> The Action “Improvement of the Northern Italy waterway system: removal of physical bottlenecks” n. 2014-IT-TM-0543-W is part of a Global Project improving the existing infrastructure and developing missing links within Northern Italy's inland waterway transport network. The European Commission supports the project for the period 2014-2017 with an amount of €1,2 million from the Connecting Europe Facility (CEF). <p>As far as infrastructures <i>stricto sensu</i> are concerned, the Italian National Operational Programme Infrastructures and Networks 2014-2020 will finance projects which:</p> <ul style="list-style-type: none"> Enhance the overall port supply by intervening on inadequate sea bottoms, outer wharfs, and quay capacity Increase the productivity of seaports by investing on technological and IT supply, in order to accelerate operating cycles and the emptying of service areas 	<ul style="list-style-type: none"> Investment plan and option scenarios for investments linked to inland and coastal navigation routes in the Northern Adriatic macro-region

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	3) Adoption of a common framework for the development of green shipping solutions as the necessary facilities for bunkering with alternative fuels (LNG) and cold ironing in Adriatic-Ionian ports.	<ul style="list-style-type: none"> Insufficient degree of sustainability of freight transport Lack of green shipping solutions in the Adriatic Ionian Macroregion A major obstacle to invest in new LNG trucks is the lack of LNG filling stations Lack of adoption of LNG as marine fuel in East Mediterranean Sea 	<ul style="list-style-type: none"> Directive 94/2014 requires Member States to develop national policy frameworks for the market development of alternative fuels and their infrastructure (LNG and cold ironing in EU ports by 2025) The Connect2LNG Action n. 2014-EU-TM-0630-S co-funded by CEF 2014 grants, represents both the ‘demand’ and ‘supply’ side of LNG. By setting up five LNG filling stations along the main European transport routes (Core Network Corridors) Northwest and Southern Europe will be connected. The European Commission supports the project for the period 2015-2018 with an amount of €4.5 million from the Connecting Europe Facility (CEF). The “Poseidon Med II” Action n. 2014-EU-TM-0673-Sis a continuation of the “COSTA II–East (Poseidon-Med)” - 2013-EU-21019-S and the “Archipelago-LNG” - 2013-EL- 92080-S projects which all together are part of the Global Project aiming to take all the necessary steps towards adoption of LNG as marine fuel in East Mediterranean Sea while making 	<ul style="list-style-type: none"> Framework study on “Green Ports” solution analyzing other case studies developed in the EU, also including a technical feasibility study (masterplan) and economic-financial analysis (business plans) concerning the adoption of measures aimed at “energy efficiency” through the implementation of PPP schemes. Increase the use of inland waterways for freight transport in the Adriatic Ionian area and proposes the greening of the engines of freight transport vessels Analyze the existing situation in EUSAIR ports: alternative energy bunkering solutions, national strategies and

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			<p>Greece an international marine bunkering and distribution hub for LNG in South Eastern Europe. The Action will build on the achievements of the above mentioned projects as well as on the results of “COSTA” - 2011-EU-21007-S which delivered the Master Plan for LNG as a marine fuel in the Mediterranean region. The European Commission supports the project for the period 2015-2020 with an amount of €26,6 million from the Connecting Europe Facility (CEF).</p> <ul style="list-style-type: none"> • The aim of “GAINN4CORE” Action n. 2014-IT-TM-0450-S Global Project is to conceive, define, prototype, test, validate and deploy, in the 2017-2030 time frame, the Italian Network of Infrastructures of Alternative Fuels for surface transport. The European Commission supports the project for the period 2015-2019 with an amount of €12,4 million from the Connecting Europe Facility (CEF). • The aim of “GAINN4MOS” Action n. 2014-EU-TM-0698-M is a twinned Action among a number of Member States 	<p>infrastructural/administrative (legislative) bottlenecks</p> <ul style="list-style-type: none"> • Ratify and endorse IMO regulations and EC rules on marine, environmental protection and ship efficiency • Establish roadmap and action plan to approximate and accompany IMO, EC and regional regulations • Promote the use of bioenergy in port operations, identifying main mechanisms, dynamics, political strategies, objectives, best practices, barriers and obstacles regarding the bioenergy development • Monitor and manage air and water pollution in port areas in order to develop new special regulations

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			<p>which contributes to the implementation of the LNG bunkering project in the Atlantic and the Mediterranean. The European Commission supports the project for the period 2015-2019 with an amount of €19,2 million from the Connecting Europe Facility (CEF).</p>	<ul style="list-style-type: none"> • for port management. In addition, buoys would be installed in the ports in order to monitor air and marine pollution, weather conditions and tides. The data collected in this way would be used to carry out port studies and analyses, on which the new regulations should be based • Develop a transnational ship repair/shipbuilding transnational innovation network in the AI Region assisting the shipping community in adopting and complying with new technological requirements set by EU and IMO in the areas of: <ul style="list-style-type: none"> ○ shipbuilding of new hybrid fueled ships (LNG/Diesel) ○ ship retrofitting for the use of Liquefied Natural Gas (LNG)

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				<ul style="list-style-type: none"> /cold ironing as marine fuel ○ installation of scrubbers to remove sulphur oxides and particles from ship engine exhausts emitted to the atmosphere ○ installation of ballast water treatment systems to obliterate eco-system damaging micro-organisms ○ environmentally sound recycling of ships

Topic “Intermodal connections to the hinterland”

(Specific objective: To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers)

Priority Actions	Priority Sub-actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
Developing the Western Balkans transport network	Supporting the TEN-T extension (Networks and Corridors) to the WB - taking in to account the so-called "Berlin process" - by identifying and developing infrastructure projects aimed at complementing the networks with intermodal and strategic links improving the connectivity in the Adriatic Ionian Region.	<ul style="list-style-type: none"> Many physical and digital bottlenecks hindering the development of inland waterways transport in the Adriatic Ionian Macroregion Bottlenecks in the physical connections of ports to the hinterland hinder the development of the area Necessity of understanding the advancement of the transposition of legislative framework and current ITS implementation in the Adriatic and Ionian region Lack of a common maintenance methodology plan and framework performance for the entire core Western Balkans network 	<ul style="list-style-type: none"> Conclusions of the WB6 Vienna Summit (August 2015) formally establish the alignment of extended TEN-T corridors networks to the WB and set administrative cooperation as a prerequisite for infrastructural investments. The IMPROVEMENT project (CEF Transport 2014) aims to help eliminate physical bottlenecks for the use of inland waterways transport in the Area. The RIS II project (CEF Transport 2014) intends to give the main stakeholders of the area a suited data exchange system, which will increase overall efficiency. The NAPA4CORE project (CEF Transport 2014) intends to remove the bottlenecks of north Adriatic ports to the hinterland. The ACROSSEE project (SEE 2007-2013) elaborated transport modelling scenarios for identifying future transport demand and infrastructural bottlenecks in the 	<ul style="list-style-type: none"> Ease the maritime-hinterland border crossing point transit (BCP-transit) in the region by improving the intermodal platforms (ports) by analysing physical and non-physical bottlenecks on the TEN-T Corridor sections of the AI region, and testing ICT solutions for streamlining freight transport in AI ports Identify prioritized infrastructural projects on the TEN-T Corridor sections and nodes, according to EU strategies, national strategies, and financial leverage possibilities Collect all SCP (Short Sea Shipping Promotion centres) of the countries running into the Adriatic or Ionian Seas, with the aim to jointly promote intermodal transport and create a well-integrated SPC network in the region. Then, a model to measure the impact of any new investment would be created, at both a national and corridor level, thus leading to a rationalization of investment

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				decisions in the area
Developing motorways of the sea	Identifying transnational IT tools for tracking and tracing of ITUs using MoS in the Adriatic Ionian Region, supporting intermodality through its integrated with inland terminals and port / inland operators and improving last mile connections.	<ul style="list-style-type: none"> • Lack of a common framework for the development of the MoS in the Adriatic Ionian Region • Missing implementation of MoS corridors • Diverse technologies for tracking and tracing of ITUs exist (e.g.: RFID, GSM-GPS based systems) and are unevenly spread at EUSAIR level • Insufficient last mile connections (especially rail-port) • Lack in infrastructure in intermodal (smart) terminals and missing intermodal connections; lack of operation (telematics) rules and systems for rail-freight traffic. • Lack of MOS connections • Lack of a national coordination of different actors (trucking companies, logistics operators, managing bodies of infrastructures) to manage information concerning freight 	<ul style="list-style-type: none"> • Development of intelligent infomobility platforms and tools to monitor and manage freight flows from and towards major productive and logistic urban hubs. • Enhancement of access to transport services for freight users, due to congested flows. • Promotion of intermodal planner solutions guaranteeing intermodal information to support sustainable mobility choices, both in terms of costs and of environmental impact; • Identification of standard reference models to support the integrated and interoperable development of ITS systems. • Improvement of communication interfaces between national transport network and network of metropolitan hubs. • The ERFLS Action n. 2014-EU-TA-0131-S co-funded by CEF 2014 grants, aims at connecting the different Regions of the 	<ul style="list-style-type: none"> • Remove any obstacles about the development of the MoS and related inland networks and prepare specific technical and financial feasibility studies for the upgrading of MoS infrastructure and/or the improvement of intermodality services • Capitalization of realized/under implementation projects: feasibility studies on the implementation of MoS corridors and on the interventions to overcome bottlenecks and missing links for freight and passenger transport from ports to hinterland. • Analyze state-of-the-art technologies to track and trace ITUs and pilot implementation on a EUSAIR corridor section • Carry out feasibility studies relating to the interventions, an accurate assessment of financial needs and

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		<p>transport and related electronic documentation</p> <ul style="list-style-type: none"> • Lack of technology to couple vehicle tracking with freight tracking • Need of an efficient data exchange between urban and extra-urban actors • Discontinuity in management and information services on the entire national network and along borders <p>Strictly related to infrastructures:</p> <ul style="list-style-type: none"> • Lacking efficiency of “doorways” to territorial systems • High inland transport costs (both “last mile” and middle-distance) • Low development of infra and info-structural “last mile” connections between TEN-T corridors/axes and core nodes 	<p>Rhine-Alpine Corridor with regular rail freight line services in combined traffic. A system of “smart hubs” for freight transport, is envisaged to be adopted. It carries out several implementation studies related to infrastructure, terminal (intermodal) interconnections, telematics and sustainability issues. The European Commission supports the project for the period 2015-2018 with an amount of €0,625 million from the Connecting Europe Facility (CEF).</p> <ul style="list-style-type: none"> • The “Enhancing the efficiency of a new container terminal of Interporto di Padova” Action n. 2014-IT-TM-0591-M co-funded by CEF 2014 grants, aims at further developing the multimodal logistic platform of Padova improving the efficiency of the new container terminal. The European Commission supports the project for the period 2014-2019 with an amount of €3,3 million from the Connecting Europe Facility (CEF). • The “Fresh Food Corridors” Action n. 2014-EU-TM-0531-S co-funded by CEF 	<p>related funding opportunities should be performed, mainly taking into account alternative funding mechanisms</p> <ul style="list-style-type: none"> • Carry out feasibility studies relating to the interventions with regard to passenger traffic. Subsequently, also a feasibility study for the interventions with regard to transport goods, should be performed in order to verify the compatibility of the proposed interventions, as well as identify and take advantage of existing spin-off and synergies • Promote and support the decrease of car usage for urban and peri-urban mobility of travelers in the Adriatic–Ionian Region, focusing especially on routes/trips where sea transportation is combined with land transportation. The goal is to reorganize the way travelers usually behave and to inform them about alternative solutions of (urban or regional) land travelling and the use of public transport

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			<p>2014 grants, aims at achieving a safe, sustainable and efficient fresh food transport system in the Euro-Mediterranean area through the long term effective and sustainable connection between the Trans-Mediterranean Transport Network (TMT-T) and the Trans-European Transport Network (TEN-T) of which MoS represent the maritime dimension. The European Commission supports the project for the period 2014-2017 with an amount of €10,7 million from the Connecting Europe Facility (CEF).</p> <ul style="list-style-type: none"> The “Med-Atlantic Ecobonus” Action n. 2014-EU-TM-0544-S has the overall objective to contribute to the further policy development of the MoS. The specific objective of this Action is to design a new effective and sustainable incentive Scheme (ECOBONUS) which aims to support intermodal freight transportation via the increase of demand for MoS and is aligned with the framework and new priorities of the TENT-T policy. The European Commission supports the 	<p>services</p> <p>Strictly related to infrastructures:</p> <ul style="list-style-type: none"> Promote Interconnectivity: Infrastructural and Information interconnections of the so called "last mile" between TEN-T corridors/axes and core nodes (in the Multimodal European Corridors) Promote Intermodality: Development of a modern and efficient intermodal transport model which integrates different type of transport. Intermodal transport system within port communities, integrating maritime transport with inland waterways, railway networks, nodes, hubs and airports Promote Project Integration: In the transport sector it is necessary to develop the concept of integration and project converging between energy, transport and telecommunications networks

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			<p>project for the period 2015-2017 with an amount of €0,77 million from the Connecting Europe Facility (CEF).</p> <p>As far as infrastructures <i>stricto sensu</i> are concerned, the Italian National Operational Programme Infrastructures and Networks 2014-2020 will finance projects which:</p> <ul style="list-style-type: none"> Foster a better integration between port area and backward area, primarily achieving rail links where orography allows it, and guaranteeing homogeneous performances along the quay-final destination chain 	
Cross-border facilitation	1. Adoption of common standardized administrative procedures at border crossings (e.g. for security, phytosanitary and custom controls) and implementation of small and target scale investments and joint training programmes.	<ul style="list-style-type: none"> Lack of the deployment of the eCall emergency call for safety aims 	<ul style="list-style-type: none"> Conclusions of WB6 Vienna Summit (August 2015) formally establish the alignment of the extended TEN-T corridors networks to the WB and set administrative cooperation as a prerequisite for infrastructural investments The ACROSSEE project (SEE 2007-2013) provided analysis at BCPs in the area and subsequent analysis on the measures to be taken as to eliminate non-infrastructural bottlenecks 	<ul style="list-style-type: none"> Implement ICT pilot actions for overcoming administrative bottlenecks both at port / inland terminal and Border Crossing Point level Integrate multimodal connections in the Adriatic-Ionian region removing existing bottlenecks and administrative hurdles along the logistic chain, particularly in crossborder sections and ports-hinterland segments, among EU Member States and non-Member

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			<ul style="list-style-type: none"> Activity of Transport Facilitation Working Group Ongoing CEFTA activities The I-HeERO Action n. 2014-EU-TA-0582-S co-funded by CEF 2014 grants, aims at deployment of the eCall emergency call using the common European standards establishing a voice connection directed to the Public Safety Answering Points. The European Commission supports the project for the period 2015-2017 with an amount of €15,3 million from the Connecting Europe Facility (CEF). 	<p>States (specifically Western Balkans states). The project would include:</p> <ul style="list-style-type: none"> studies and analysis on the recent extension of TEN-T networks in the Western Balkans corridor pilot actions on the implementation of Port Community Systems modules guaranteeing an interface between ports and hinterlands in the Adriatic-Ionian a global strategy for the enhancement of integration and multimodality in the regional transport system
	2. Facilitation and implementation of rail services (passengers and freight) and simplification of crossing border procedures among Member State and non UE countries.	<ul style="list-style-type: none"> Lack of competitiveness in the international rail freight transport 	<ul style="list-style-type: none"> Conclusions of WB6 Vienna Summit (August 2015) formally establish the alignment of the extended TEN-T corridors networks to the WB and set administrative cooperation as a prerequisite for infrastructural investments Activity of Transport Facilitation Working Group Ongoing CEFTA activities TEN-T Corridor fora to be extended to 	<ul style="list-style-type: none"> Implement ICT pilot actions to overcome administrative bottlenecks at railway BCPs

Topic “Intermodal connections to the hinterland”

(Specific objective: To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers)

Priority Actions	Priority Sub-actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
			<p>WBs</p> <ul style="list-style-type: none"> • The Rail Freight Corridor 6 (RFC6) Action n. 2014-IT-TM-089-S aims at making international rail freight transport more competitive and attractive on a route of over 7.000 km, connecting Almeria (Spain), Lyon (France), Milan (Italy), Ljubljana (Slovenia), Budapest (Hungary) and Zahony (Hungary). The Action includes, among other activities, the extension of the European Economic Interest Group (EEIG) to the Croatian Rail Infrastructure Management. RFC6 as part of an integrated network of freight corridors will improve modal integration and interoperability in particular on cross border sections, across all transport modes. The European Commission supports the project for the period 2015-2018 with an amount of €2,4 million from the Connecting Europe Facility (CEF). • The Baltic-Adriatic Rail Freight Corridor (RFC5) is linking some of the most important Eastern and Southern areas of Europe, providing rail freight capacity according to the market demand. 	

Topic “Intermodal connections to the hinterland”

(Specific objective: To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers)

Priority Actions	Priority Sub-actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
			<p>The aim of the “Enhancement of the Baltic-Adriatic Rail Freight Corridor 5” Action n. 2014-EU-TM-0335-Sis to elaborate studies enhancing the attractiveness of this Freight Corridor. The European Commission supports the project for the period 2016-2020 with an amount of €1,5 million from the Connecting Europe Facility (CEF).</p> <ul style="list-style-type: none"> The aim of the “Support and coordination of Rail Freight Corridor Rhine-Alpine for its long term sustainable operation” Action n. 2014-DE-TM-0299-S is to facilitate the efficient functioning and sustainable development of Rail Freight Corridor Rhine-Alpine through the corridor programme by fulfilling the Regulation (EU) no. 913/2010. The European Commission supports the project for the period 2015-2018 with an amount of €2,9 million from the Connecting Europe Facility (CEF). 	

Cross-Cutting Issues

(Specific objective: To improve the governance and build an efficient institutional and administrative capacity)

Priority Actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
Removing of barriers for the mobilization of cross-border investments in transport networks by the definition of agreements and memorandums of understanding	<ul style="list-style-type: none"> • Lack of common criteria and of a common framework for objective and rational decisions about future investments in intermodal infrastructures, in the area of the entire Adriatic-Ionian region • Lack of a common framework for the promotion of Short Sea Shipping • Lack of investments in mobility infrastructures and services related to passenger transport • Lack of data exchange amongst the countries / regions of the Adriatic Ionian basin • Need for well-prepared pipeline projects to be submitted to financial institutions 		<ul style="list-style-type: none"> • Realize a model measuring the effects of each new investment in relation to the existing situation, in a simple and logical way, allowing objective and rational decisions about future investments in intermodal infrastructures in the Adriatic-Ionian region • Establish a Passenger Terminal Development Observatory and define Action Plans for infrastructure investments at regional and local level • Capitalize realized/under implementation projects through the establishment of an observatory on passenger transport on AI area and its synergic connection with MEDNET Port Operations Observatory. The observatory would provide a stable framework and network to exchange data, information, best practices, solutions and to harmonize procedures among competent authorities/operators on maritime transport and its integration with

Cross-Cutting Issues

(Specific objective: To improve the governance and build an efficient institutional and administrative capacity)

Priority Actions	Key elements to be considered - Main existing bottlenecks	Key elements to be considered - Ongoing or planned actions	Project ideas
			<p>hinterland</p> <ul style="list-style-type: none"> Carry out training programmes for the elaboration of pipeline project proposals from a content (CBAs/feasibility study, GANTT, etc.) and financial point of view (e.g. budget planning)
Development of a joint lifelong learning plan, training tools and methodologies	<ul style="list-style-type: none"> Lack of harmonization of services for passengers with special needs in Port system of AI area Training gaps in maritime and intermodal connections sectors 		<ul style="list-style-type: none"> Capitalize realized/under implementation projects: capacity building action designed for port operators on services for passengers with special needs, setting up training modules and online course implementation Develop joint methodologies, training tools, and training programmes for the staff working at MoTs, ports, inland terminals, BCPs