



INFRASTRUTTURE
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NATIONAL OPERATIONAL PROGRAMME INFRASTRUCTURE AND NETWORKS 2014-2020

The National Operational Programme on Infrastructure and Networks 2014-2020 applies to the regions of Basilicata, Campania, Apulia and Sicily.

The priorities of the implementation strategy are:

supporting citizens on their journeys to and from work and education, bringing services nearer to individuals and businesses;

optimization of logistics in the transport system to reduce negative impacts on air quality and road congestion;

maintenance and improvement of existing infrastructure to ensure travel safety and reliability, environmental and economic sustainability of the infrastructure and the efficiency of investments.



PUGLIA CALABRIA CAMPANIA BASILICATA SICILIA



The OP brakes down into six main Axes:

AXIS I - To promote the creation of a single European space for multimodal transport with investments in the TEN-T (trans-European transport network)

AXIS II - To develop and improve sustainable transport systems promoting sustainable regional and local mobility from an environmental point of view, encompassing low-noise and low-carbon solutions, including internal waterways and maritime transport, ports, multimodal links and airport infrastructure

AXIS IV - Reduction of losses in water distribution networks, including digitalization and monitoring of the networks

AXIS VI – Strengthening regional mobility to promote green, digital and resilient recovery

AXIS III and V - Technical assistance aiming at improving the efficiency and effectiveness of the actions supported by the Programme

EUROPA



...that have the following objectives:

the strengthening of rail transport at national level

improvement of services in terms of quality and travel times

improvements in the competitiveness of the port and inter-port systems

improvements in regional mobility

modal integration and improvements in multi-modal connectivity

optimization of air traffic

reduction of losses in water distribution networks

FUNDING

1.

Initial funding

The initial funding for the OP Infrastructure and Networks 2014-2020 is

€ 1,843,733,334

2.

The 2021 Reprogramming

The OP Infrastructure and Networks budget was reprogrammed in August 2021 to respond to the COVID 19 pandemic. The reprogramming set out to swiftly activate the resources of REACT EU both to address the effects of the crisis and its social consequences, and to prepare a green, digital and resilient recovery of the economy within the current programming period. The total financial allocation was increased to

€ 1,890,450,014

3.

The 2022 Reprogramming

An additional reprogramming took place in May 2022 to support the reduction of leaks in Southern Italy Water Networks and to strengthen Local Public Transport. As a consequence, the funding for the OP Infrastructure and Networks 2014-2020 was increased

€ 2,234,450,01



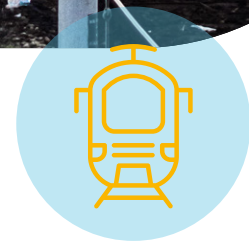
Calcestruzzo, noduli di ferro e cemento, per il ponte di ferro, in galleria, scesi sotto a rullatori, in terra, in ferro, in galleria, in G. De Lorenza.

The rail network

The OP finances investments aimed at eliminating the existing bottlenecks on the national rail network in the priority 'Scandinavian-Mediterranean' Corridor. The Programme's resources will also be used to support the modernization of the TEN-T Core¹ network's infrastructure and technology both through completion of work in progress and starting new projects on the Bari-Naples-Taranto, Messina-Catania-Palermo and Naples-Reggio Calabria routes, as well as on the national feeder lines that connect to the European railway corridors in the central network.

The strategy aims to raise the standard of transport services by increasing competitiveness in freight transport and by improving medium and *long-haul* services in areas not covered by the AV/AC (high speed/high capacity) service.

¹ The TEN-T Core network connects the Member States of the Union and these countries to their neighbours. From the transport infrastructure point of view, it is an essential precondition for a common market in Europe.





The airport system

Air transport has always been considered to be in strong competition with rail transport.

In the long run, these two means of transport need to be integrated.

The increasing demand for air transport requires a strategy operating on two ostensibly different fronts, but which are nevertheless linked to one another: the development of a next-generation technology platform for managing air traffic and expanding the terre-

strial accessibility of airports, in particular as regards rail access.

To help achieve the “Single European Sky”² objective, the OP chose to develop the SE-SAR system, which works in the Brindisi Area Control Center, increasing standardization and interoperability and reducing environmental impact.

² The “Single European Sky” initiative aims to strengthen the current level of safety and overall efficiency of air traffic and to minimize delays. (European Parliament and Council Regulation (EC) No. 549/2004, 10 March 2004, “Framework Regulation”).



Ports, intermodality and logistics

The OP finances actions to support port services by improving port infrastructure: seabeds, piers and quays/cranes.

The OP intervenes to increase productive capacity of hubs, investing in:

- the supply of technology and IT to speed up operating cycles and to accelerate the movement of goods;
- greater integration between harbors and docks, primarily building rail links and ensuring consistent performance levels along the chain from dock to final destination.

Intelligent transport systems

The *Intelligent Transport Systems* (ITSs), based on the interaction between IT and telecommunications, enable the incorporation of transport operations into an integrated system in which flows of traffic, passengers and goods are evenly distributed between

different modes of transport, resulting in greater efficiency, productivity and safety.

The planned interventions aim mainly at optimizing procedural and customs supply chains, through the development of dedicated IT systems and platforms.





Water networks

The measures for reducing leaks in southern Italy aim both at reducing the “*water service divide*” between central and northern areas and southern areas and islands – allowing a more consistent access to an essential public service – and at decreasing waste in water resources, contributing to a more efficient use of resources and environmental sustainability.

The investments planned set out to achieve the following objectives:

- reducing losses in drinking water networks;
- increasing the resilience of water systems to climate change;
- strengthening the digitalization of networks, and transforming them into one “intelligent network”, in order to optimize management of water resources, minimize waste and reduce inefficiencies.



Regional mobility

Citizens' habits are progressively changing, with a significant increase in flows in and around the outskirts.

The OP aims to support investments for strengthening the “green revolution” of suburban and extra-urban connections by enhancing the local public transport fleets and their evolution towards lower environmental impact.

The investments planned set out to achieve the following objectives:

- renewing the fleet of existing vehicles, especially in southern regions which have a high percentage of polluting vehicles, by purchasing of new eco-compatible buses: hybrid, electric, hydrogen and methane powered;
- digitalizing transport by providing positioning systems, technology for communication between control rooms and to peripherals, ticket validation machines for digital ticketing, customer information and video surveillance systems on means of public transport.



Integrated Logistics Areas

As defined in the Agreement 2014-2020 concluded between Italy and the European Commission, the measures relating to the port and interport system should be structured in Integrated Logistics Areas and their goal should be that of improving the competitiveness of local regions.

The aim of the investment programme in each of the five Integrated Logistics Areas (South-eastern sector of Sicily, Gioia Tauro Logistics Pole, System in Puglia, Campanian logistics area, Western Sicily sector) is to construct harbor, inner harbor and interport infra-

structures, with corresponding connections to the multimodal corridors of the European transport network.

In the logic of “creating a system”, one of the inspiring themes of the National Strategic Plan for Ports and Logistics, the management and surveillance of actions is implemented by mutual agreement between Managing Authorities, Beneficiary Institutions and Regions, in a comprehensive integrated logic, in order to ensure a coordinated governance that avoids overlaps and guarantees a closer bond between territories and industrial districts.



Credits

All the photos of this brochure were shot under the outreach actions as part of the OP Infrastructures and Networks 2014-2020 Communication Plan.

Cover image

Napoli 2021, Ponti by Angelo De Lucia (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“Axes” image

Get on with Europe by Uniti si vince “Istituto di Istruzione Secondaria Superiore De Nittis - Pascali di Bari” (Contest “Il PON-IR, i progetti che finanzia e in che modo pensi che possano migliorare il tuo territorio e il tuo futuro” - Edizione 2018)

Image page 7

Il ponte... fronte di guerra by Anna Maria Tortorella (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“The rail network” image

Percorsi che si incrociano by Stefano Marino (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“The airport system” image

Sguardo al futuro by Loredana Iurianello (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“Ports, intermodality and logistics” image

Un viaggio da sogno by Fabiana Raguso (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“Intelligent transport systems” image

Connections by Paolo Damiano Dolce (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“Water network” image

Prospettive a testa in giù by Angela Carbone (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro” – Edizione 2021)

“Regional mobility” image

Il corso degli eventi by Flavia Rasulo (Contest “Il mio territorio e le sue infrastrutture tra storia e futuro”- Edizione 2021)



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Information and Statistical Systems

Directorate General for territorial development, planning and
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