5 June, 2011), which provided for the dematerialization of the consignment note through an electronic eCMR document, with the aim of improving the quality of the distribution chain, and reducing its environmental impact by eliminating the use of paper. To date, the Protocol has been adhered to by numerous countries (including Spain, France, the Netherlands and Switzerland).

Objectives: The digitization of transport documents is a key element of the EU strategy for the mobility of goods in all modes of transport, as demonstrated by the recent Regulations 2020/1056/EU, which aims to facilitate the exchange of electronic information, and 2020/1055/EU, which introduces the possibility of using eCMR in the context of checks on road cabotage operations.

The main advantages expected from the introduction of eCMR in Italy are: - Increased security and speed of information flows; - simplification of information flows between the actors of the logistics chain; - reduction of issuing costs; - less possibility of errors and discrepancies between the versions held by the sender, carrier and recipient of the goods; - greater transparency and ease of control, through the constant monitoring of operations and the possibility of access to information in real time.

It should also be remembered that, among the "Proposals for the simplification and competitiveness of Italian logistics chain" presented a year ago by the “Consiglio nazionale dell’economia e del lavoro” (CNEL) and resulting in three specific bills (still in Parliament), there is expressly the adoption of the eCMR, as a concrete application of the dematerialization of transport documents.

Implementation: the MIT will propose a legislative measure, along the lines of those already adopted for adherence to previous protocols. Besides the DG for road transport and intermodality of the MIT, the drafting of the law should also see the involvement of the Central Committee for the Road Hauliers. The concrete implementation of the eCMR entails the definition of an agreement between the Ministry of Transport, the control bodies and the associations of road haulage companies in order to establish the objectives of the project and its operating procedures.

Target population: companies operating in the Logistics and Goods Transport sector in Italy.

Timeline: within 24 months including a pilot project within 9 months.

Investment 3.1: Digitization of the logistics supply chain

Challenges: the efficient management and sharing of traffic data and commercial information are key elements for the productivity and competitiveness of ports and related logistic systems.

Objectives: Investments in the digitalization of the logistics supply chain aim at a sig-

nificant increase in the productivity and efficiency of processes. The planned investments will allow to achieve an increase in security and data protection and contribute to accelerate the digital transition of national productive systems, with the creation of new qualified jobs.

In particular, the following types of investment are envisaged:

- Creation of dialogue platforms with customers for the management/monitoring/-tracking and bidirectional exchange for individual shipments;
- Systems to plan, schedule and optimize loads through artificial intelligence systems;
- Systems for surveys, market analysis for activity planning and price quotations;
- Systems and equipment to review and modernize the business organization;
- Connections of logistic ports of call;
- Digitization of the documentation.

Implementation: the implementation of investments in the digitalization of logistics will be led by the Port Authorities, in coordination with the logistics operators.

Target population: port users and logistics operators.

Timeline: by 3Q2026.

Investment 3.2: Digital Innovation of airport systems

Challenges: Air traffic management at airports is key to ensure safe flying conditions and to mitigate the environmental impact of air traffic. The Single European Sky ATM Research (SESAR) program aims to reduce the environmental impacts of air travel by 10 percent.

Objectives: Digital innovation applied to the aviation industry enables improved aircraft sequencing, both in the en route airspace and for airport approaches, resulting in reduced aircraft fuel consumption.

In addition, digital innovation in the sector will allow the development of new tools that enable the digitization of aeronautical information and the implementation of unmanned aircraft platforms and services. "Secure information sharing" will for example allow the connection of different operational sites of flight assistance systems, ensuring coverage of cybersecurity requirements and connecting the Air Navigation Service Provider (ANSP) with other stakeholders.

The proposed investments will concern the following macro-activities:

- Development of an Umanned Traffic Management (UTM) system;
- Digitization of Aeronautical Information: consolidation of APP (Approach Control Service) in ACC (Area Control Center), tower automation, AMAN (Arrival Manager);

- Secure Information Sharing;
- Cloud infrastructure;
- New maintenance model.

Implementation: ENAV will implement investments in the digitalization of airport services, in coordination with the selected airports of the TEN-T network.

Target population: airport users.

Timeline: by 3Q2026.

4) Reduce GHG emissions by increasing electrification, energy efficiency and renewable energy use.

Reform 4.1: Simplify the authorisation procedures to realise the cold ironing plants

Challenges: The current authorisation procedures for the construction of energy transport infrastructures require numerous steps and timeframes that risk slowing down the development of the energy supply project to the ports. Currently, the authorisation times required are about 2 years / 2.5 years, if the interventions are not subject to an environmental assessment, otherwise the time required could be significantly longer.

Objectives: Approval of simplified procedures for the construction of energy transport infrastructures aimed at supplying electricity from land to ships. At present, depending on the required voltage levels, there are two different authorisation procedures: (i) one for works included in the National Transmission Grid (for voltage higher than 132 kV), which are subject to a single authorisation by the Ministry of Economic Development (MISE) issued in agreement with the Ministry of Environment and Territory and Sea Protection (MATTM), after consultation with the Region or Regions concerned; (ii) another procedure for works falling within the User area (voltage level lower than 132 kV): in this case the authorisation process follows the rules included in the regional authorisation procedures. For Cold Ironing projects the two authorisation procedures need to be run in parallel.

Implementation: the MISE will make a proposal to streamline the authorisation process. In particular, it will be proposed to allow that the cold ironing projects are evaluated by the territorial offices of the MISE, which could, in a shorter timeframe than the central offices, study the projects and authorise them. In addition, the establishment of a single authorisation process will be proposed, in order to exploit possible synergies. Finally, it should be clarified that the cold ironing works should not be subject to an Environmental Impact Assessment (EIA), since port facilities are sites that have already been assessed in terms of environmental impacts and can be considered to be already "infrastructured".

Target population: users and companies of the 41 ports involved.

Timeline: to be defined.

Investment 4.1: Electrification of the docks (Cold ironing)

Challenges: Maritime transport has negative environmental impacts due to the use of low quality fuels, which cause negative externalities both during navigation and, above all, when ships are stationed in the port. During the mooring phase the engines not only cause a high level of pollution and noise within the port area (with emissions of C02, NOx, PM 10, PM 2.5), but also in the broader surrounding area, including eventually the urban center. At present the number of electrified docks is limited in Italy compared to other EU countries. Those that exist do not provide electricity to cruise ships, ferries or container carriers, but mainly for ship repair terminals or cranes for handling goods.

Objectives: the project provides for the electrification of docks, in line with EU Directive 2014/94 (DAFI Directive), which establishes a common framework of measures for the implementation of alternative fuels infrastructures in the European Union in order to minimize dependence on oil and mitigate environmental impacts in the transport sector. The directive foresees the completion of coastal electricity supply by 31 December 2025, giving priority to ports of the core TEN-T network. Other ports will also be considered, unless there is no demand and/or the costs are disproportionate with respect to the benefits. The proposed investment, which is in line with the national decarbonisation objectives of Italy set out in the PNIEC in the area of energy efficiency in transport, would focus on 41 ports, 39 of which are part of the TEN-T network. It consists in the implementation of a connection and network on land for the supply of electricity to ships during the berthing phase, in order to minimize the use of auxiliary engines on board, significantly reducing emissions of CO2, nitrogen oxides and particulate matter, as well as the noise impact.

Implementation: The implementing entities are the Port Authorities, which will have to coordinate the operators along the infrastructure value chain. Ports serving the cruise ship market will be given priority, considering their greater negative environmental impacts and the fact that many of them are already set up to connect to the power grid on shore. The second phase of the plan will include ports with ferry and container ship traffic.

Target population: users of the 41 selected ports.

Timeline: by 3Q2026.

Investment 4.2: Interventions for the environmental sustainability of ports (Green Ports)

Challenges: GHG emissions in ports (and other fossil fuel pollutants) come not only from ships, but also from the air conditioning in buildings and warehouses, service vehicles (both land and maritime), cranes, and the lighting in open spaces.

Objectives: The main objective of the project is to reduce CO2 emissions and improve air quality in port areas, through interventions that improve energy efficiency and promote the use of energy from renewable sources in ports. The projects will be selected from those that the Port System Authorities have indicated in their Documents for Energy and Environmental Planning (DEASP). In particular, the main categories of interventions envisaged are:

- energy efficiency, production of energy from renewable sources (wind power on land and on breakwaters, solar photovoltaic, solar thermal) and environmental monitoring of port areas;
- purchase of electric or low-emission vehicles for use in port areas;
- replacement of non-energy efficient equipment;
- creation of infrastructure for the use of electricity on the docks;
- environmental quality monitoring systems.

Implementation: The project will be developed in the ports of the 9 Port System Authorities located in central and northern Italy. The Port Authorities in the South are excluded as they already benefit from a similar project on cohesion funds (from the PON Infrastrutture e Reti of the MIT). Many AdSPs have already drawn up their Documents for Energy and Environmental Planning (DEASPs). The DEASPs include an accurate initial snapshot of the port system's emissions, through the so-called "Carbon Footprint", in order to be able to punctually monitor the results of the interventions carried out, and to measure their effectiveness in reducing CO2 emissions. Each DEASP contains a ranking, based on a cost-benefit analysis of the interventions that the individual AdSPs intend to carry out. On the basis of these documents, the Ministry for the Environment, Land and Sea (MATTM) will select the projects to be financed, to which resources will be allocated through the signing of specific MATTM-AdSP program agreements.

Target population: users of the 9 Port Authorities of the Centre-North and neighbouring populations.

Timeline: by 3Q2026.

4. Green and digital dimensions of the component

a) Green Transition:

The EU Regulation 2020/408 establishes, as a binding objective, that at least 37% of the total budget of the PNRR must be allocated to the green transition and the challenges that derive from it.

This Action includes about 36% of the costs for the climate (see Table 1).

b) Digital Transition:

The EU Regulation 2020/408 establishes, as a binding objective, that at least 20% of the total budget of the PNRR must be allocated to the digital transition and the challenges that derive from it.

This Action includes about 9% of the costs for the digital transition (see Table 1).

Table 1

MISSIONE 3: "Infrastrutture per una mobilità sostenibile" **COMPONENT 2: Intermodalità e logistica integrata**	Green objectives				Digital objectives	Transition challenges	
	Climate	Environmental	Intervention field	DNSH		Green	Digital
	Tag	Tag					
Investment 2.1-2.4 *Investments in development and connection of port infrastructure*	*40%*	*0%*	*080bis*	*Yes*	*0%*		
Investment 3.1 *Digitization of the logistic chain*	*0%*	*0%*	*084*	*Yes*	*100%*		
Investment 3.2 *Innovation and digitalization of the air space*	*0%*	*0%*	*084*	*Yes*	*100%*		
Investment 4.1 *Cold ironing of ports*	*40%*	*40%*	*026*	*Yes*	*0%*		
Investment 4.2 *Green Ports*	*40%*	*40%*	*026*	*Yes*	*0%*		

5. Milestones, targets and timeline

see table 2 work in progress

6. Financing and costs

Component (name)	Investment/Reform (short description or cross-reference)	Relevant time period	Total estimated costs for which funding from the RRF is requested (mn EUR)	If available: Total estimated cost by year (mn/bn national currency/EUR)							Funding from other sources (as requested by Art. 8 in the Regulation)				COFOG level 2 category / or type of revenue (if relevant, e.g. tax expenditure)
											from other EU programmes		from the national budget	Other sources (Private)	
				2020	2021	2022	2023	2024	2025	2026	mn.nat. currency	specify the EU programmes and breakdown by programme if relevant (e.g. regional operational programme)			
Investment 2.1-2.4 Investments in development and connection of port infrastructure	Priority projects - Port of Genova	2020-2026	500	0	100	240	160						800		04 - Economic affairs 04.5 – Transport
	Priority projects - Port of Trieste	2020-2026	385.5	0	63.27	55.93	87.59	91.35	68.83	18.53	8.64	*Connecting Europe Facility*		279.5	04 - Economic affairs 04.5 – Transport
	Works of Seaside accessibility at ports or works on Resilience to climate change, i.e. works on piers/dams **(for details per port see tables below)**	2020-2026	669	1.16	101.40	114.30	186.60	156.75	71.15	27.70			102		04 - Economic affairs 04.5 – Transport
	Capacity increase of the ports **(for details per port see tables below)**	2020-2026	464	4.15	53.90	132.17	95.30	57.55	55.85	30.00			192.455		04 - Economic affairs 04.5 – Transport
	Works of Last mile rail/road connections **(for details per port see tables below)**	2020-2026	70	0	7.94	19.41	19.08	15.67	8.00	0					04 - Economic affairs 04.5 – Transport
	Investment in energy efficiency	2020-2026	50		3	7	10	10	10	10				60	04 - Economic affairs 04.5 – Transport
Investment 3.1 Digitization of the logistic chain	Implementation of the process of digitalization of national logistics through investment projects, such as the creation of platforms for dialogue and discussion with customers for management/monitoring/tracking and bi-directional exchange for individual shipments	2020-2026	233			60	60	60	53						04 - Economic affairs 04.5 – Transport
Investment 3.2 Innovation and digitalization of the air space **(for details per interventions see tables below)**	The project includes 10 interventions related to digital innovation applied to the air transport sector, allowing an improvement in aircraft sequencing, both in en-route airspace and in approach to airports.	2020-2026	127		38	31	29	14	11	4					04 - Economic affairs 04.5 – Transport
Investment 4.1 Cold ironing of ports	Implementation of systems for the supply of shore-side electricity to ships during the mooring phase, so as to minimize the use of auxiliary engines on board for the self-production of the necessary electricity, thus reducing CO2 emissions	2020-2026	950		70	144	234	237	200	65					04 - Economic affairs 04.5 – Transport
Investment 4.2 Green Ports	Interventions to reduce GHG emissions in national ports not included in the Cohesion Fund Project "Infrastructure and Networks" carried on by Ministry of Transport.	2020-2026	270		25	25	80	70	60	10					04 - Economic affairs 04.5 – Transport

	Component (name)	Investment/Reform (short description or cross-reference)	Relevant time period	Total estimated costs for which funding from the RRF is requested (mn EUR)	If available: Total estimated cost by year (mn/bn national currency/EUR)							Funding from other sources (as requested by Art. 8 in the Regulation)				COFOG level 2 category / or type of revenue (if relevant, e.g. tax expenditure)
												from other EU progammes		from the national budget	Other sources (Private)	
					2020	2021	2022	2023	2024	2025	2026	mn.nat. currency	specify the EU programmes and breakdown by programme if relevant (e.g. regional operational programme)			
CIVITAVECCHIA	Infrastruttura per la Mobilità	Prolungamento Banchina 13 II lotto (II lotto OO.SS.)	2021-2024	26.60		1.1	20	5.5						42		
	Infrastruttura per la Mobilità	Ponte di collegam. con antemurale (II lotto OO.SS.)	2021-2025	10.10			1	4	5.1							
	Infrastruttura per la Mobilità	Nuovo accesso al bacino storico (II lotto OO.SS.)	2021-2024	43.20			3	25	15.2							
NAPOLI SALERNO	Infrastruttura per la Mobilità	PORTO DI NAPOLI Riassetto dei collegamenti ferroviari di ultimo miglio e della rete viaria portuale	2021-2025	20.00		2	5	5	5	3						
	Infrastruttura per la Mobilità	PORTO DI SALERNO Lavori di realizzazione del 2° lotto del 1° stralcio dell'intervento "porta ovest" di Salerno – integrazione finanziamento		10.00		5	5									
	Infrastruttura per la Mobilità	PORTO DI NAPOLI Interventi di potenziamento e riqualificazione delle infrastrutture del porto di Napoli destinate al traffico passeggeri	2020 2023	26.00	3	8	7	8								
	Infrastruttura per la Mobilità	PORTO DI NAPOLI Ampliamento e completamento della darsena di Levante	2021-2024	20.00		1	5	7	7							
	Infrastruttura per la Mobilità	PORTO DI NAPOLI Prolungamento diga Duca D'Aosta a protenzione del nuovo terminal contenitori di Levante- II stralcio completamento a 900m	2021-2026	150.00		2	20	20	50	50	8					
	Infrastruttura per la Mobilità	PORTO DI SALERNO Prolungamento del Molo Manfredi -200m	2022-2024	15.00			5	5	5							
	Infrastruttura per la Mobilità	PORTO DI SALERNO Dragaggio del Porto commerciale di Salerno e del canale di ingresso – fase 2	2022- 2026	40.00			2	8	10	10	10					
	Infrastruttura per la Mobilità	PORTO DI SALERNO Consolidamento ed adeguamento funzionale di alcuni moli e banchine	2022- 2026	40.00			2	8	10	10	10					
PALERMO TRAPANI	Infrastruttura per la Mobilità Intermodalità e logistica integrata	messa in sicurezza e adeguamento normativo dell'asset portuale delle banchine banchine sud dei moli Piave e S.Lucia ed adeguamento statico banchina Vittorio Veneto - riqualificazione nodo di rete TEN T	2020 - 2021	45.00	0.9	44.1						0	0			
	Infrastruttura per la Mobilità Intermodalità e logistica integrata	messa in sicurezza e adeguamento normativo dell'asset portuale delle banchine e accosto - molo sopraflutto Acquasanta - riqualificazione nodo di rete TEN T	2021 - 2022	12.00		10	2					0	0			
	Infrastruttura per la Mobilità Intermodalità e logistica integrata	messa in sicurezza e adeguamento normativo dell'asset portuale delle banchine e accosti - molo foraneo porto Arenella - riqualificazione nodo di rete TEN T	2020 - 2022	19.00	0.1	18	0.9									
	Infrastruttura per la Mobilità Intermodalità e logistica integrata	messa in sicurezza e adeguamento normativo dell'asset portuale - dragaggio dell'avamporto e delle aree a ponente dello sporgente Ronciglio - riqualificazione nodo di rete TEN T	2020 - 2023	60.00	0.6	18.1	19.8	19.8	1.7							
RAVENNA	Hub Portuale di Ravenna Fase II (3° e 4° stralcio)	L'intervento Hub Portuale di Ravenna Fase II (3° e 4° stralcio), la cui progettazione è stata recentemente ultimata a seguito dell'aggiornamento della caratterizzazione dei fondali, consiste nel completamento del dragaggio del porto canale di Ravenna fino a -14,50 m di profondità come previsto dal Piano Regolatore Portuale vigente (3° stralcio), nel trattamento del refluo di dragaggio in un impianto di soil washing e nella collocazione del materiale in ex cave già individuate per il ripristino ambientale (4° stralcio). Il 3° e 4° stralcio del progetto Hub portuale di Ravenna Fase II sono strettamente connessi e saranno appaltati contestualmente, ma data la loro natura, con procedure distinte: appalto di lavori su progetto esecutivo già pronto per il 3° stralcio e concessione per la progettazione esecutiva, la realizzazione e gestione dell'impianto di trattamento su progetto di fattisilità tecnico economica, anch'esso già pronto, per il 4° stralcio.	2021-2027	101.00				38.45	20.85	20.85	20.85			40		

	Component (name)	Investment/Reform (short description or cross-reference)	Relevant time period	Total estimated costs for which funding from the RRF is requested (mn EUR)	If available: Total estimated cost by year (mn/bn national currency/EUR)							Funding from other sources (as requested by Art. 8 in the Regulation)				COFOG level 2 category / or type of revenue (if relevant, e.g. tax expenditure)
												from other EU progammes		from the national budget	Other sources (Private)	
					2020	2021	2022	2023	2024	2025	2026	mn.nat. currency	specify the EU programmes and breakdown by programme if relevant (e.g. regional operational programme)			
TARANTO	Infrastruttura per la Mobilità	NUOVA DIGA FORANEA DI PROTEZIONE DEL PORTO FUORI RADA DI TARAN□O - TRATTO DI PONENTE	2020-2026	15.76	0.16	0.1	3.45	7.85	4.2			n.a.	n.a.	-	-	-
	Infrastruttura per la Mobilità	NUOVA DIGA FORANEA DI PROTEZIONE DEL PORTO FUORI RADA DI TARAN□O - TRATTO DI LEVANTE	2022-2026	20.00				0.15	0.15	10	9.7	n.a.	n.a.	-	-	-
TRIESTE	Infrastruttura per la Mobilità	Noghere – Logistics/industrial area	2021-2024	60.00		36	9	9	6							
	Infrastruttura per la Mobilità	Noghere – New ro-ro/multipurpose terminal	2021-2026	45.00		5.62	5.63	11.25	11.25	5.63	5.62				90	
	Infrastruttura per la Mobilità	New Free Port – Public service infrastructure, railway upgrade and integration	2021-2026	180.00		11.65	31.3	47.14	34.1	42.9	12.91	8,54 mn	Connecing Europe Facility			
	Infrastruttura per la Mobilità	Pier 7 – Upgrade of the container terminal	2021-2025	100.50		10	10	20.2	40	20.3					189.5	
VENEZIA	Infrastruttura per la Mobilità	**Nuovo ponte ferroviario su canale Ovest** Realizzazione di un ponte ferroviario di collegamento diretto tra la dorsale sud-ovest del Porto e la stazione di Venezia Marghera Scalo. Tale progetto consen-tirà di: • eliminare la doppia manovra dei convogli ferroviari sulla Stazione di Mestre; • ottenere molteplici benefici in termini di capacità e sicurezza; • ridurre il numero di interferenze tra rete stradale e ferroviaria e di ri-durre i tempi complessivi delle manovre ferroviarie che interessano la parte sud-ovest del porto, ove si genera il 40% del traffico complessivo del porto stesso.	2021 -2023	8.00		0.6	3.7	3.7								
	Infrastruttura per la Mobilità	**Opere di adeguamento ferroviario e stradale del nodo di via della Chimica** L'opera prevede la modifica dell'attuale tracciato ferroviario del raccordo ba-se portando lo stesso a tergo del compendio Magazzini Generali ed a lato di via della Meccanica nonché il raddoppio del raccordo esistente in prosecuzio-ne dell'esistente in via dell'elettronica. Per quanto concerne la parte stradale, l'opera prevede la modifica degli attuali tracciati per mezzo di rotatorie, sottopassi e sovrappassi sia al fine di risolvere le interferenze strada - ferrovia sia al fine della separazione de flussi pesanti e leggeri.	2021 - 2024	12.00		0	5	6	0.57						0.00	
	Infrastruttura per la Mobilità	**Montesyndial - Nuovo terminal Container** Il progetto prevede la realizzazione di un nuovo terminal container nell'area ex Montesyndial, bene demaniale gestito dall'AdSPMAS. Il terminal di Montesyndial, in grado di avere una capacità nominale di circa 1 milione di TEU, costituisce la parte a terra del progetto più ampio denominato "Piattaforma d'altura al Porto di Venezia e Terminal container di Montesyndial. Il layout progettato consentirà di attuare modelli operativi innovativi in linea con i più moderni standard in uso nei terminal moderni.	2021 - 2026	32.60		10	23								151.8	0.00	
	Infrastruttura per la Mobilità	**Opere di ripristino marginamenti casse di colmata B** L'intervento è relativo alla realizzazione di opere di marginamento da realizza-re ai bordi delle Casse di Colmata A, B e D-E, lungo il canale Malamocco – Marghera, finalizzate al consolidamento e alla protezione dei bordi stessi, at-tualmente interessati da fenomeni erosivi, per il ripristino morfologico della superficie originale delle Casse di Colmata attraverso opere in pali e in sco-gliere emerse e sommerse **Ripristino marginamento ambientale sponda nord canale sud** L'intervento di ripristino del marginamento ambientale in oggetto riguarda un tratto di circa 160 m della Sponda Nord del Canale Industriale Sud di porto Marghera. Si ipotizza di realizzare la banchina con un diaframma continuo in c.a. di spessore 100 cm di lunghezza 20-25 m dalla quota -1 m l.m.m., con una trave di coronamento in c.a. sino alla quota di sommità.	2021 - 2025	27.50		0	7	13	7	1					0.00	

	Component (name)	Investment/Reform (short description or cross-reference)	Relevant time period	Total estimated costs for which funding from the RRF is requested (mn EUR)	If available: Total estimated cost by year (mn/bn national currency/EUR)							Funding from other sources (as requested by Art. 8 in the Regulation)				COFOG level 2 category / or type of revenue (if relevant, e.g. tax expenditure)
												from other EU progammes		from the national budget	Other sources (Private)	
					2020	2021	2022	2023	2024	2025	2026	mn.nat. currency	specify the EU programmes and breakdown by programme if relevant (e.g. regional operational programme)			
GENOVA	New Breakwater of Genoa Port	The scope of the project is clearly indicated in the table 2 at the point 'Related reform and investment'. The project envisages the demolition of the existing breakwater protecting Sampierdarena terminals and the construction of a new breakwater 6 km long, located further offshore on depth up to 50 m. The construction typology of the structure is made of reinforced concrete caissons based on rubblemound embankment. Design is in progress and the technical and economic feasibility is nearing completion.	2021-2026	500.00	0	100	240	160						800	5.034.792,49 (risorse AdSP)	
	Nuova diga di Vado Ligure Prima Fase	L'intervento è finalizzato ad aprire la zona di imboccatura del porto di Vado Ligure per consentire l'accesso in sicurezza delle navi portacontainer dirette alla piattaforma multipurpose, nonché agevolare le manovre dei traghetti e delle navi dirette al terminal frutta/Ro-Ro sulla banchina principale e sulla banchina sudest. Sarà realizzato attraverso lo spostamento del tratto terminale della diga esistente (390 m) con successiva ricollocazione dei cassoni esistenti e la realizzazione di due cassoni ex novo. La lunghezza della nuova diga sarà pari a circa 450 m e costituisce la prima fase della configurazione finale prevista a Piano Regolatore.	2021-2024	45.00		18	20	7				80,000,000.00 (di cui 45.000.000,00 richiesti a valere sul RRF)		35	1.088.571,43 (risorse AdSP)	
CATANIA	Lavori di consolidamento e ricarica della mantellata della diga foranea, rafforzamento e potenziamento della testata del Porto di Catania	L'intervento riguarda il potenziamento della mantellata esistente esterna della diga foranea del Porto di Catania al fine di garantire la sicurezza della navigazione, le manovre e l'ormeggio delle navi nell'ambito dello specchio acqueo portuale	2021-2024	70.00		1	20	30	19							
CAGLIARI	Infrastruttura per la Mobilità - Lavori di realizzazione dei banchinamenti del nuovo Terminal Ro Ro presso l'avamporto ovest del Porto Canale	Il Piano Regolatore Portuale ha destinato l'avamporto ovest del Porto Canale alla movimentazione dei traffici Ro-Ro, con la realizzazione di un terminal specializzato. Il progetto prevede la realizzazione di n.6 attracchi, i relativi piazzali di imbarco nelle aree retrostanti le banchine e nell'avamporto stesso per almeno n.1.200 stalli, il dragaggio di tutti gli specchi acquei antistanti l'avamporto (per le manovre di accosto e di ormeggio) sino a - 11.00 m s.l.m.m. per complessivi circa 2 milioni di metri cubi di materiale, locali a servizio degli operatori portuali e degli utenti	dal gennaio 2021 al settembre 2026 (collaudo lavori)	100.00	0.55	1.8	10	17.65	25	25	20	/	/			
BRINDISI MANFREDONIA	Infrastruttura per la Mobilità	Porto di Brindisi. Completamento del banchinamento in zona Capobianco e realizzazione dei dragaggi ad esso funzionali sino alla quota -12 m slmm.	60 mesi	20.00		0.5	0.5	19				-	-			
	Infrastruttura per la Mobilità	Molo alti fondali: ristrutturazione e rifunzionalizzazione del Bacino Alti Fondali.	48 mesi	80.00		0.5	0.5	39.5	39.5			-	-			
	Infrastruttura per la Mobilità	Porto di Brindisi. Completamento dell'infrastrutturazione portuale mediante banchinamento e realizzazione della retrostante colmata tra il pontile petrolchimico e Costa Mcrena Est	52 mesi	39.32		1	17.3169	21.00				39,325 mn EURO	ammissibile PON 2014-2020			
LA SPEZIA MARINA DI CARRARA	Transizione Verde	Construcion and on shore power supply equipment of the new cruise pier in the first port basin of La Spezia - Realizzazione ed elettrificazione del nuovo Molo crociere nel 1 bacino portuale della Spezia	4th quarter 2023	30.00		15	15									
	Infrastruttura per la Mobilità	Functional and environmental improvement of the port-city interface (waterfront) of the port of Marina di Carrara (Lots 1, 2 and 4) - Intervento di miglioramento funzionale ed ambientale dell'interfaccia porto citta' (waterfront) del porto di Marina di Carrara (Lotti 1, 2 e 4)	1st quarter 2023	10.17		5	5					2,262,553	*CEF TRANSPORT*	25.264		
ADSP dello Stretto	Infrastruttura per la Mobilità	Progetto STRETTO GREEN - Incentivare la transizione energetica della mobilità marittima nell'Area dello Stretto: Deposito costiero di LNG ed elettrificazione delle banchine dei porti dell'AdSP dello Stretto	2022/2026	50.00		3	7	10	10	10	10				€ 60.000.000 (finanziamento privato - PPP)	
ANCONA	Infrastruttura per la Mobilità	Intervento lungomare nord con i materiali di escavo dei fondali marini		10.00					5	5						