



# **CEF Action n°2014-IT-TM-0543-W**

**Improvement of the Northern Italy Waterway System:  
Removal of physical bottlenecks on the Northern Italy  
Waterway System to reach the standards of the inland  
waterways class V**

## **Grant agreement preparation meeting**

Brussels, 17 September 2015

# Agenda/content

- Intro / purpose of the meeting / role of INEA

## **Part 1: Preparation of the Grant Agreement**

- Presentation of action by beneficiary (15-30 min)
- Timetable for preparing and signing
- Key elements of the grant agreement – outstanding issues - [Walk through of draft grant agreement text]

## **Part 2: Implementation of the Grant Agreement**

- Pre-financing / payments
- Reporting requirements
- Eligibility of costs – financial documentation – procurement aspects
- Other key aspects and follow-up



# Part 1

## Preparation of the Grant Agreement

## **Presentation of the action by beneficiaries**

- 1. The Context and the Global Project***
- 2. The Action***
- 3. The Partners***
- 4. Activities***
- 5. GANTT***
- 6. Milestones***
- 7. Budget***

# The Context and the Global Project

The Action «Improvement of Northern Italy Waterway System: removal on physical bottlenecks to reach the standards of the inland waterways class V» is a part of the Global Project, improving the existing infrastructures and developing missing links within the Northern Italy inland waterway transport network.



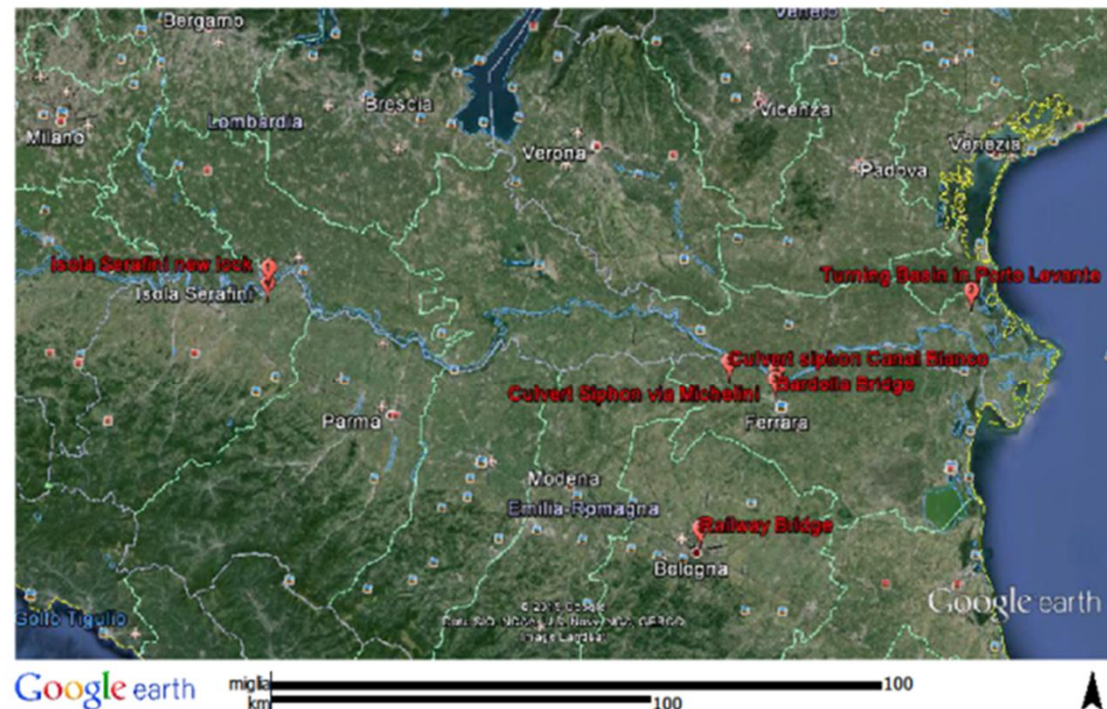
Source: AIPO

The river Po is the largest river in Italy; it is a section of the Mediterranean Corridor Milano – Cremona - Mantova – Ravenna - Trieste.

# The Action

The Action aims to remove six physical bottlenecks on the river Po and connected canals and includes four Activities:

1. Construction of a new lock at Isola Serafini;
2. Construction of a turning basin at Porto Levante;
3. Improvement of Canale Boicelli through the upgrading of two bridges and two culvert siphons;
4. Project Management.



## The Partners

**AIPO Agency** will be in charge of the construction of the new Lock at Isola Serafini.

In addition, AIPO has been appointed as Coordinating Partner.

**SISTEMI TERRITORIALI S.p.A.** will conduct the works of the turning Basin at Porto Levante.

**PROVINCIA DI FERRARA** will be in responsible for the Canale Boicelli's Upgrading works.

**UNII** will deal with the communication and dissemination activities.

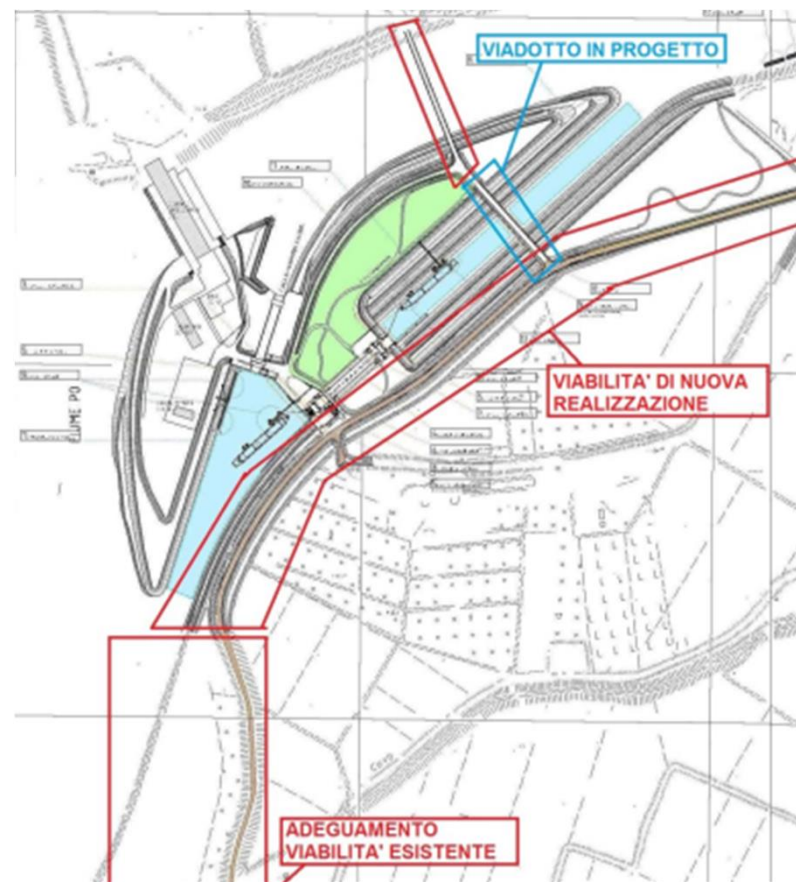
**RAM S.p.A.** will handle the financial management and will coordinate the expenditure reporting.



# The Activities:

## 1 - *New Lock at Isola Serafini (a)*

The new lock of “Isola Serafini” will allow overcoming the barrier regulating the river Po, close to Monticelli (Piacenza). The existing lock was built at the beginning of the 60s, in conjunction to the artificial barrier of the power plant, and it cannot be used for most of the year, because of the low level of water of the river Po. Therefore the connection from the Adriatic Sea with Piacenza and the upper basin of the river is currently stopped.





# The Activities:

## 1 - *New Lock at Isola Serafini (b)*

The size of the existing lock is also not consistent with the standards of European class V (the standard for the Po river). The works has already started and they are currently more than 50% completed (source AIPO). The old lock will be partially re-used as dock for mooring boats.



Works in  
progress

# The Activities:

## 1 - *New Lock at Isola Serafini (c)*

### Sub-activity 1.1: Provisional works and dredging

This Sub-activity includes the excavation until the quota of openings, for the foundations and for the access canals.

### Sub-activity 1.2: Construction of the lock

The lock consists of a tank and of two gates. The tank is 115 meters long and 12,5 large, and provides a minimum draught water of 3 meters



# The Activities:

## 1 - *New Lock at Isola Serafini (d)*

### **Sub-activity 1.3: Embankments**

For the realization of the lock the setback of a section of the embankment is required. On the new bank will be built a road of 7 m carriageway.

### **Sub-activity 1.4: Electromechanical works**

The main works are: the miter gates, the emergency stoplogs to put the tank dry, for inspection or maintenance.

### **Sub-activity 1.5: works on the actual lock**

The works on the actual lock will transform it in a safe equipment able to remove sediment present along the tank.

# The Activities:

## 1 - *New Lock at Isola Serafini (e)*

### **Sub-activity 1.6: Environmental restoration**

The intervention will be completed with the restoration of the areas affected by the works, like sowing grass and plantings. On the left side of the lock a green area will be built.



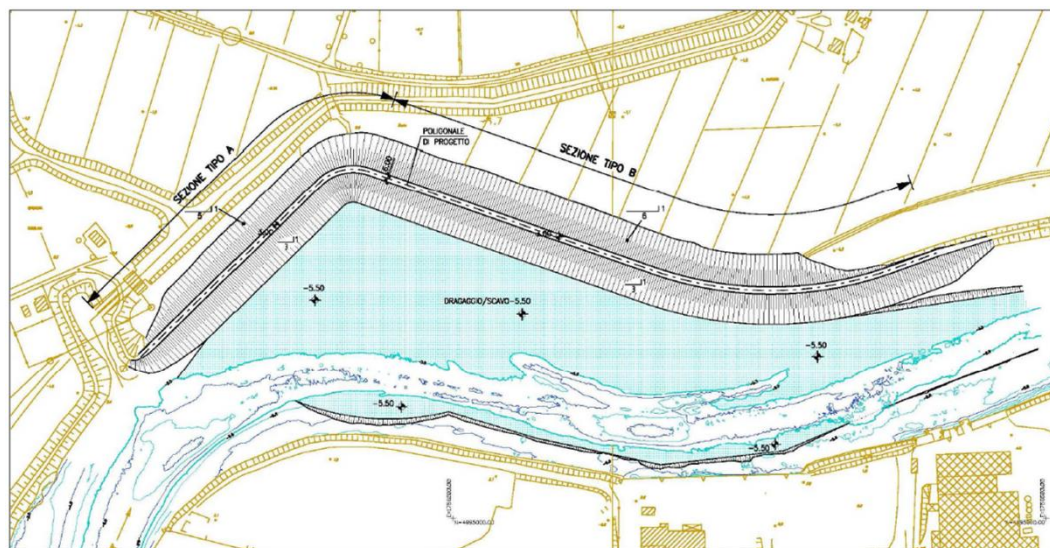
### **Sub-activity 1.7: Works on Related roads**

The new infrastructure will need a revision of some road links. In particular, it will be built a new viaduct over the waterway, to connect the two banks and the existing road network, and a new roundabout.



# The Activities:

## 2 - Construction of a turning basin at Porto Levante (a)



The aim of this activity is the construction of a new embankment and the enlargement of the bed in the Po River, in order to realize a turning basin in Porto Levante.

Along the entire stretch of the Po di Levante there is an area already used as a turning area. At the date it is only an enlargement with a useful width of the river of 140 m.

# The Activities:

## 2 - Construction of a turning basin at Porto Levante (b)

### Sub-activity 2.1: Construction of the New Embankment

To facilitate the maneuver of all the vessels in a safe way, this project provides a widening of the canal with the construction of a turning area, with an useful width of 200 m. The new embankment will be placed by a few degrees towards the N , in order to increase the width of the river of about 50 m.



# The Activities:

## 2 - Construction of a turning basin at Porto Levante (c)

### Sub-activity 2.2.:

### Excavation and Dredging

This activity includes not only the construction of new embankments and the demolition of the current ones, but also a significant intervention of excavation and dredging to make the area suitable for maneuvering the ships.





# **The Activities:**

## **3 – Boicelli Canal Upgrading (a)**

The objective of the Action is to upgrade the section between Pontelagoscuro and Ferrara of the Ferrarese Waterway, along the Canal Boicelli, improving the link with the river Po and the rest of the Northern Italy Waterway System.

At the present stage, the existing infrastructure prevent the passage of class Va vessels and constitute bottlenecks to the navigability of the river, preventing the full implementation of the transport in the western section of the waterway and its efficient link with the Po River.

# **The Activities:**

## **3 – Boicelli Canal Upgrading (b)**

### **Sub-activity 3.1: Bardella Bridge**

The need to have a clearance of 6.8 m on the free surface of the water, leads to the Bardella bridge the need for elevation of about 2 meters from the actual height of 4,40m.

The chosen optimal solution was to transform the bridge into a lift bridge that keeps unchanged the alignment plans and elevations.

A temporary bridge will also be realised in order to guarantee the road traffic between the two sides of the canal.

# The Activities:

## 3 – Boicelli Canal Upgrading (c)

### Sub-activity 3.2: Railway bridge on Boicelli Canal

In order to adjust the route of the Boicelli Canal interested in Class Va the freight railway bridge that crosses the canal has to be lifted. The railway bridge cannot be lifted in a permanent manner. For this reason a movable bridge will be realized.

It will be rigidly bound to two beams end transverse positioned inside two lifting towers equipped with two wire rope hoists in capable of maintaining the structure raised to allow the free river traffic below the bridge itself.



# The Activities:

## 3 – *Boicelli Canal Upgrading (d)*

### **Sub-activity 3.3: Culvert siphon in the city section of the canal**

The sub-activity consists in the construction of a new culvert siphon downstream from the Via Michelini bridge (Ferrara) and the subsequent demolition of the existing culvert siphon.

### **Sub-activity 3.4: Canal Bianco Culvert siphon**

The sub-activity consists in the construction of a new culvert siphon close to the Betto Bridge, and the subsequent demolition of the existing culvert siphon.

# The Activities:

## 4 – *Project Management*

AIPO will coordinate the Action, and in close collaboration with all the Partners will handle with the administrative management and with the monitoring the project technical implementation.

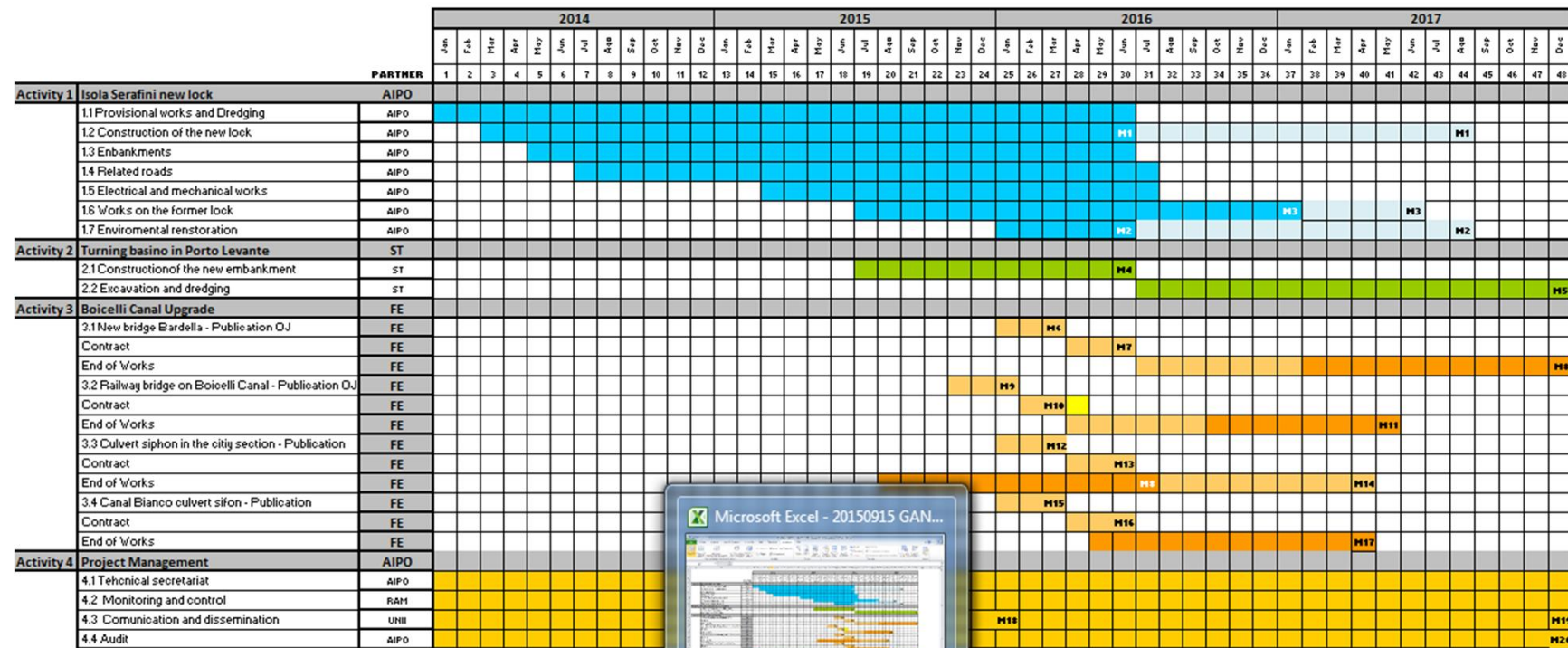
RAM will be responsible for the financial management and the expenditure reports.

Communication and dissemination activities, managed by UNII, will be organized (promotional events, website and publications).

The Coordinator will be assisted by the Management Committee (MC) composed by representatives of every project partners, and by the Technical Secretariat.

The Steering Committee consists of the high representatives of the Applicants and of the most relevant stakeholders, and will guarantee the correct governance of the Action.

# GANTT





# Milestones

Id	MILESTONE	Expected Date	Activity	Partner
M1	New Lock Completed	31/08/2017	IS	AIPO
M2	Envirometal Renstoration completed	31/08/2017	IS	AIPO
M3	Works on roads completed	30/06/2017	IS	AIPO
M4	New Embankment completed	30/06/2016	PL	ST
M5	End of works for the basin	31/12/2017	PL	ST
M6	Ponte Bardella Publication	31/03/2016	CB	FE
M7	PB Contract	30/06/2016	CB	FE
M8	PB End of Works	31/12/2017	CB	FE
M9	Railway Bridge Publication	31/01/2016	CB	FE
M10	RB Contract	31/03/2016	CB	FE
M11	RB End of Works	31/05/2017	CB	FE
M12	Culvert Siphon City section Publication	31/03/2016	CB	FE
M13	Culvert Siphon City section Contract	31/06/2016	CB	FE
M14	Culvert siphon in the city section completed	30/04/2017	CB	FE
M15	Canal Bianco culvert siphon completed	31/03/2016	CB	FE
M16	Canal Bianco culvert siphon completed	30/06/2016	CB	FE
M17	Canal Bianco culvert siphon completed	31/04/2017	PM	AIPO
M18	Communication Plan	31/01/2016	PM	RAM
M19	Final Workshop held	31/12/2017	PM	UNII
M20	Audit	31/12/2017	PM	AIPO



# Budget

## Grant Agreement

Activities	Sum of 2014	Sum of 2015	Sum of 2016	Sum of 2017	Sum of 2018	Sum of 2019	Sum of 2020	Total	co financing rate	CEF financing
<b>1 Isola Serafini new lock</b>	5.800.000,00	12.000.000,00	12.000.000,00	4.000.000,00	0,00	0,00	0,00	33.800.000,00	20%	6.760.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	5.800.000,00	12.000.000,00	12.000.000,00	4.000.000,00	0,00	0,00	0,00	33.800.000,00	20%	6.760.000,00
SISTEMI TERRITORIALI SPA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
PROVINCIA DI FERRARA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>2 Realisation of a turning basin in Porto Levante</b>	50.000,00	1.000.000,00	1.300.000,00	150.000,00	0,00	0,00	0,00	2.500.000,00	20%	500.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
SISTEMI TERRITORIALI SPA	50.000,00	1.000.000,00	1.300.000,00	150.000,00	0,00	0,00	0,00	2.500.000,00	20%	500.000,00
PROVINCIA DI FERRARA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>3 Boicelli Canal Upgrade</b>	0,00	960.000,00	3.820.000,00	5.060.000,00	0,00	0,00	0,00	9.840.000,00	20%	1.968.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
SISTEMI TERRITORIALI SPA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
PROVINCIA DI FERRARA	0,00	960.000,00	3.820.000,00	5.060.000,00	0,00	0,00	0,00	9.840.000,00	20%	1.968.000,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>4 Project Management</b>	0,00	73.000,00	88.000,00	113.000,00	0,00	0,00	0,00	274.000,00	20%	54.800,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	25.000,00	30.000,00	50.000,00	0,00	0,00	0,00	105.000,00	20%	21.000,00
SISTEMI TERRITORIALI SPA	0,00	10.000,00	10.000,00	15.000,00	0,00	0,00	0,00	35.000,00	20%	7.000,00
PROVINCIA DI FERRARA	0,00	10.000,00	15.000,00	15.000,00	0,00	0,00	0,00	40.000,00	20%	8.000,00
UNII	0,00	13.000,00	13.000,00	13.000,00	0,00	0,00	0,00	39.000,00	20%	7.800,00
MINISTERO INFRASTRUTTURE	0,00	15.000,00	20.000,00	20.000,00	0,00	0,00	0,00	55.000,00	20%	11.000,00
<b>Grand Total</b>	<b>5.850.000,00</b>	<b>14.033.000,00</b>	<b>17.208.000,00</b>	<b>9.323.000,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>46.414.000,00</b>	<b>20%</b>	<b>9.282.800,00</b>

# Budget

## Application

Activities	Sum of 2014	Sum of 2015	Sum of 2016	Sum of 2017	Sum of 2018	Sum of 2019	Sum of 2020	Total	co financing rate	CEF financing
<b>1 Isola Serafini new lock</b>	5.800.000,00	16.000.000,00	12.000.000,00	0,00	0,00	0,00	0,00	33.800.000,00	20%	6.760.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	5.800.000,00	16.000.000,00	12.000.000,00	0,00	0,00	0,00	0,00	33.800.000,00	20%	6.760.000,00
SISTEMI TERRITORIALI SPA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
PROVINCIA DI FERRARA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>2 Realisation of a turning basin in Porto Levante</b>	50.000,00	1.000.000,00	1.300.000,00	150.000,00	0,00	0,00	0,00	2.500.000,00	20%	500.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
SISTEMI TERRITORIALI SPA	50.000,00	1.000.000,00	1.300.000,00	150.000,00	0,00	0,00	0,00	2.500.000,00	20%	500.000,00
PROVINCIA DI FERRARA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>3 Boicelli Canal Upgrade</b>	0,00	960.000,00	4.320.000,00	4.560.000,00	0,00	0,00	0,00	9.840.000,00	20%	1.968.000,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
SISTEMI TERRITORIALI SPA	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
PROVINCIA DI FERRARA	0,00	960.000,00	4.320.000,00	4.560.000,00	0,00	0,00	0,00	9.840.000,00	20%	1.968.000,00
UNII	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
MINISTERO INFRASTRUTTURE	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	20%	0,00
<b>4 Project Management</b>	0,00	73.000,00	88.000,00	113.000,00	0,00	0,00	0,00	274.000,00	20%	54.800,00
AGENZIA INTERREGIONALE PER IL FIUME PO	0,00	25.000,00	30.000,00	50.000,00	0,00	0,00	0,00	105.000,00	20%	21.000,00
SISTEMI TERRITORIALI SPA	0,00	10.000,00	10.000,00	15.000,00	0,00	0,00	0,00	35.000,00	20%	7.000,00
PROVINCIA DI FERRARA	0,00	10.000,00	15.000,00	15.000,00	0,00	0,00	0,00	40.000,00	20%	8.000,00
UNII	0,00	13.000,00	13.000,00	13.000,00	0,00	0,00	0,00	39.000,00	20%	7.800,00
MINISTERO INFRASTRUTTURE	0,00	15.000,00	20.000,00	20.000,00	0,00	0,00	0,00	55.000,00	20%	11.000,00
<b>Grand Total</b>	<b>5.850.000,00</b>	<b>18.033.000,00</b>	<b>17.708.000,00</b>	<b>4.823.000,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>46.414.000,00</b>	<b>20%</b>	<b>9.282.800,00</b>

# Budget

Financing sources[1]	Amount of financial contribution to the action eligible costs (EUR)	Amount of financial contribution to the action eligible costs (EUR)	Amount of financial contribution to the action eligible costs (EUR)	Amount of financial contribution to the action eligible costs (EUR)	Amount of financial contribution to the action eligible costs (EUR)	Sum
	AGENZIA INTERREGIONALE PER IL FIUME PO	SISTEMI TERRITORIALI SPA	PROVINCIA DI FERRARA	UNII	MINISTERO INFRASTRUTTURE	
1. CEF-Transport financing	6.781.000,00	507.000,00	1.976.000,00	7.800,00	11.000,00	9.282.800,00
2. Beneficiary's own resources[2]	27.124.000,00	2.028.000,00	7.904.000,00	31.200,00	44.000,00	37.131.200,00
of which: (a) EIB loan						0,00
3. State budget(s)						0,00
4. Regional/ local budget(s)						0,00
5. Income generated by the action						0,00
6. Other sources						0,00
Total	33.905.000,00	2.535.000,00	9.880.000,00	39.000,00	55.000,00	46.414.000,00
[1]	The following financing sources shall be considered as receipts within the meaning of Article II.25.3.2: CEF-Energy financing (point 1) and Income generated by the action (point 5). Contributions from the State budget(s) (point 3) or the regional / local budget(s) (point 4) shall only be considered as receipts if they are specifically assigned to the financing of the eligible costs of the action reimbursed by the Agency on an actual cost basis.					
[2]	Total amount, including the amount of possible EIB loan					

## Indicative timetable for the grant agreement

- INEA sends draft grant agreement for review by [08/2015]
- First meeting with INEA on [to be defined/2015]
- Beneficiaries provide comments by [within 2 weeks]
- Signature process [Beneficiary first; INEA last]
- The GA enters into force on the date of the last signature
- INEA sends a copy of the signed grant agreement to the Member States concerned for information with the beneficiaries in copy