Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Regione Emilia-Romagna

PROVINCIA DI FERRARA

THE WATERWAY OF FERRARA IN THE EUROPEAN CORE NETWORK

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Waterways to connect Europe

THE WATERWAY OF FERRARA PROJECT AS PART OF THE EUROPEAN CORE NETWORK

In October 2011, the European Commission submitted an amendment proposal for the regulations governing the trans-European transport networks (TEN-T) to the European Parliament and Council.
The proposal entailed two distinct parts: Guidelines for the development of the Trans-European Transport Network and Connecting Europe Facility.
In December 2013 both proposals were approved and published in the Official Journal of the European Union.

The program is being developed on two levels, with the goal of improving the planning of new TEN-T networks:

- **A global, Comprehensive network** to be completed by 2050 and intended to supply the central network via regional and national connections.
- **A central, Core network** composed of 9 corridors, to be completed and operational by 2030. It will serve the most important connections and hubs within the TEN-T network: capitals, large urban hubs, the main harbours and airports. It will be at the heart of the TEN-T network, as it will contain the areas of the global network with the highest strategic value. These are key elements paramount to achieving the general goals of the project, as well as added-value goals for the EU, such as establishing missing transborder connections, multimodal nodes, and eliminating the main bottlenecks.

Within the current revision of the TEN-T network, the entire “Padano-Veneto waterway system” is part of the “Core network”.

THE INVOLVEMENT OF THE PROVINCE OF FERRARA IN THE TEN-T CALL FOR PROPOSALS

The TEN-T program is an European Commission program aimed at developing the Trans-European Transport Networks. It includes priority projects for roadway and combined transport, inland waterways, and sea harbours, as well as the European high-speed rail network.

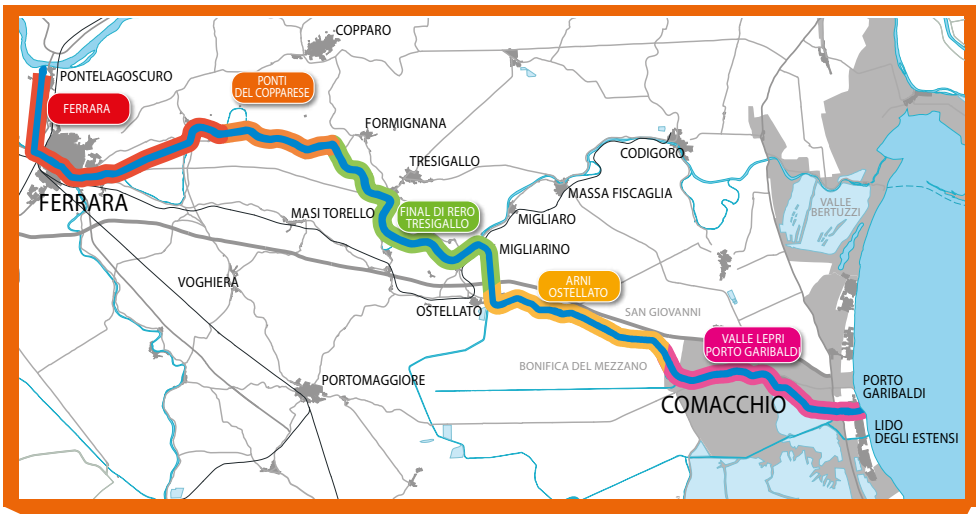
All funding is provided for studies or construction work contributing to the project's global objectives.

The Province of Ferrara is currently involved in **2 projects in the frame of the TEN-T program**.

The first project, *"Upgrades of the Waterway of Ferrara and connection to the Padano-Veneto Waterway System"* was a response to the EU call for submission for the annual program 2012 and involves a € 40 million expenditure for the sections already underway. The EU grant has funded 10% of the total amount. The project was presented as part of the Priority 1 – Accelerate/facilitate the implementation of TEN-T projects, subpriority 1.2 pertaining to inland waterways.

The second project is a study titled *"The Waterway of Ferrara: linking the Waterway of Ferrara and the Padano-Veneto Waterway System: exploring the elimination of bottlenecks in the City of Ferrara"*.

The study was presented as part of the annual program 2013, and focuses on technical solutions for the removal of four bottlenecks hindering inland navigation along the Volano branch of the Po. These bottlenecks are: the existing railway bridge on the Bologna-Padova line in proximity to the Ferrara railway station; the Porta Reno, San Giorgio, and Prinella bridges. 50% of the costs are covered by the European Commission, for a total contribution of € 502,500.00.



THE PADANO-VENETO WATERWAY SYSTEM

The Po river region contains a corridor consisting of a commercial waterway connection over 300 km in length between Milan and Venice, with an additional 180 km of coastal navigation to Trieste.

The main objective of this waterway is to use the river infrastructure for freight transport by barges and ships for at least 340 days a year.

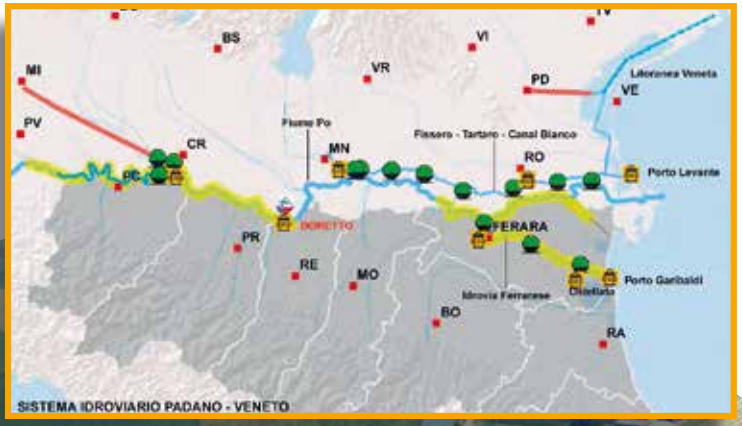
The "Padano-Veneto waterway" starts from a logistic centre in the Milan hinterland, Truccazzano, located between two motorways under construction - BreBeMi (Brescia-Bergamo-Milano) and the Outer East ring road - and the railway stations of Melzo and Treviglio. The waterway is connected to the industrial port of Cremona, where it flows into the Po and along which it reaches the area of Mantua.

From here the "Padano-Veneto system" forks into two alternative routes: the first merges into the Fissero-Tartaro-Canalbianco waterway that serves the industrial port of Rovigo and, by connecting with the railway network, directly reaches the Adriatic sea at Porto Le-

*Italy is served by 4 of the 9 corridors of the "Core network": a) the **Baltic-Adriatic** corridor; b) the **Mediterranean** corridor; c) the **Scandinavia–Mediterranean** corridor; d) the **Rhine-Alps** corridor. The "Mediterranean Corridor 3" includes the "Padano-Veneto waterway system". It connects the Iberian Peninsula (from Algeciras) to the Hungarian border, passing through two of the major developed areas of the continent: the south-east of France and the Po valley, which alone generates more than 70% of Italian exports.*

vante, south of Chioggia; the second follows the Po river to the Volta Grimana sluice and then continues along the Po Brondolo channel until it reaches the Chioggia lagoon.

On this second path, the **Waterway of Ferrara offers a third option**: you can reach the Adriatic Sea by following the Po up to Ferrara, and then navigating the 70-km-long Waterway of Ferrara to Porto Garibaldi. **From here, following the coastline, you can reach the core port of Ravenna, the strategic southern end of the Baltic-Adriatic corridor.**



Legend:
- Existing network
- Touristic navigation
- Planned network
- Regional network
- Port/dock
- Navigation lock
- AIPO seat

THE PATH: MAP OF OPERATIONS

The Waterway of Ferrara project, which is included in the national and regional planning, puts the community and citizens at the centre of the territorial redevelopment, with the aim of triggering a model of economic and productive development that is sustainable and durable.

THE PROJECT

The Waterway of Ferrara is a project promoted by the Emilia-Romagna Region, coordinated by the Province of Ferrara and publicly funded for a total of € 145 million. It involves 8 municipalities included in the territory between Ferrara and Comacchio and it aims to upgrade waterways for navigation by European class VA vessels between Pontelagoscuro and Porto Garibaldi. On its way to the sea, the course crosses a territory rich in cultural and culinary traditions.

The following developments are planned for the entire waterway:

- Embankment, support and reinforcement operations
- Cycling lanes and walking paths
- Moorings
- New bridges
- New docks
- Docking and launching facilities
- Green areas

THREE DOMAINS OF ECONOMIC ACTIVITIES: PRODUCTION, NAUTICAL AND TOURISM

Three main areas of potential development for entrepreneurial activities along the Waterway of Ferrara have been identified: Production, Nautical, Tourism.

1 *Production*

The waterway is an opportunity for the start-up of activities and services to support the infrastructure (shipbuilding, logistics), the development of services in support of commercial transportation (logistics and intermodality), the strengthening of activities and services in support of existing businesses. Furthermore, the waterway represents the start of a new model of economic and productive development, and is a driving force for the redevelopment and reuse of brownfield sites, the conservation of additional territory, and for the development of import-export activities along the river.

2 Nautical

The waterway will foster the emergence of activities and services in support of the pleasure boating sector (shipbuilding, accessories and nautical equipment, new infrastructures, ports, harbours, sailing clubs) as well as the development of nautical tourism (accommodation services, sport and recreation). Consequently, the development of nautical activities will boost the economic and commercial development of the area through the creation of a network of production chains necessary to integrate trades and skills related to the sea and waterway (sea district).

3 Tourism

Thanks to the waterway, it will be possible to strengthen slow tourism along the river (cycling, house boats, horse trails, fishing), publicise local products, boost the hospitality industry and all recreational activities related to the river, enabling partnerships between institutions and privates to promote a responsible form of tourism and create a sustainable vision of the future. Additionally, the redevelopment of all areas and territories along the river represents a great development opportunity to increase the accessibility of space in the areas of intervention and enhance their natural and cultural heritage.

The EU has created stimulus packages and enacted targeted operations with the goal of reducing traffic.
It is estimated that, upon completion of the Waterway of Ferrara, the increase in river traffic will translate into a significant reduction of roadway traffic, with a positive reduction of CO_2 emissions. Waterway traffic produces fewer emissions and has greater energy efficiency compared to roadway or railway traffic.

DINAMICA

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