



# COPING WITH FUNDING NEEDS & ENSURING FINANCIAL SUSTAINABILITY, POLICY MEASURES - D.T3.2.5

Work paper

Version 1.0  
8.2021

## 1) Introduction

Over the last few years, the railway traffic of the port of Trieste has increased significantly. The existing railway infrastructures are able to support such an increase, with bottlenecks hindering greater traffic capacity and efficiency.

The priorities list of actions (D.1.4.2) and the roadmap (D.T3.2.3) include items strictly related to the railway infrastructures of the Port of Trieste.

## 2) Funding needs and financial sustainability

<b>Number and name of intervention:</b> A.1 New layout of the Campo Marzio Station	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	77.000.000 €
<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	National funds Regional funds EU funds (CEF) EIB loan
<b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service <b>Funding scheme:</b> this intervention was funded by several institutions: national government and regional administration, as well as a CEF blending project, including an EIB loan.



**REIF**

<b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Administrative bottlenecks due to national legislation on public procurements
<b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i>	Port Network Authority of the Eastern Adriatic Sea
<b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	

<b>Number and name of intervention: A.2 Upgrade of the Aquilinia-Wartsila railway line</b>	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	5.000.000 €
<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	<b>National funds</b> <b>EIB loan</b>
<b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service <b>Funding scheme:</b> this intervention was funded by national funds and an EIB loan.
<b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Administrative bottlenecks due to national legislation on public procurements
<b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i>	Port Network Authority of the Eastern Adriatic Sea
<b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Being the responsible entity, the PNAEAS will ensure that this activity will be undertaken and finalised.

<b>Number and name of intervention: A.3 Upgrade of the Aquilinia-ex-Aquila railway line</b>	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	2.700.000 €



<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	<b>National funds</b> <b>EIB loan</b>
<b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service <b>Funding scheme:</b> this intervention was funded by national funds and an EIB loan.
<b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Administrative bottlenecks due to national legislation on public procurements
<b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i>	Port Network Authority of the Eastern Adriatic Sea
<b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Being the responsible entity, the PNAEAS will ensure that this activity will be undertaken and finalised.

<b>Number and name of intervention: A.4 Reactivation of the Aquilinia-Muggia railway line</b>	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	9.000.000 €
<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	<b>National funds</b> <b>EU funds (CEF)</b>
<b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service <b>Funding scheme:</b> this intervention was funded by national and EU funds (CEF)
<b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Administrative bottlenecks due to national legislation on public procurements
<b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i>	Port Network Authority of the Eastern Adriatic Sea



<b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Being the responsible entity, the PNAEAS will ensure that this activity will be undertaken and finalised.
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<b>Number and name of intervention: A.5 Installation of new IT railway gates and pre-gates of the Port of Trieste</b>	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	3,500,000.00 €
<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	<b>National funds</b> <b>EU funds (CEF)</b>
<b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service <b>Funding scheme:</b> this intervention was funded by national and EU funds (CEF)
<b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Administrative bottlenecks due to national legislation on public procurements
<b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i>	Port Network Authority of the Eastern Adriatic Sea
<b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Being the responsible entity, the PNAEAS will ensure that this activity will be undertaken and finalised.

<b>Number and name of intervention: A.6 Construction of the new Servola railway station</b>	
<b>Priority area</b> <i>Indicate the priority area of the intervention</i>	Transport infrastructure
<b>Total cost to realize the measure/intervention</b>	69,000,000.00 €
<b>State of financing</b> <i>Please indicate the percentage of the cost already financed</i>	100%
<b>Financial scheme</b> <i>Please indicate the sources of funding? (European, national, regional...)?</i>	<b>National funds</b> <b>EU funds (CEF)</b>



<p><b>Policy measure</b> <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i></p>	<p><b>Policy measure:</b> Support the growth of the rail freight modal share, reducing the total cost for new rail freight service</p> <p><b>Funding scheme:</b> this intervention was funded by national and EU funds (CEF)</p>
<p><b>Possible obstacles</b> <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i></p>	<p>Administrative bottlenecks due to national legislation on public procurements</p>
<p><b>Responsible entity</b> <i>Who is the responsible entity for the realisation of the actions?</i></p>	<p>Port Network Authority of the Eastern Adriatic Sea</p>
<p><b>REIF partner contributions</b> <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i></p>	<p>Being the responsible entity, the PNAEAS will ensure that this activity will be undertaken and finalised.</p>

### 3) Conclusion

All the above-mentioned interventions were funded by national - also through the so-called “complementary fund” to the RRF - regional and EU funds.