

CEF Military Mobility Call 2021

CEF RELEVANT ACTION
(21-IT-TM-RELEVANT)

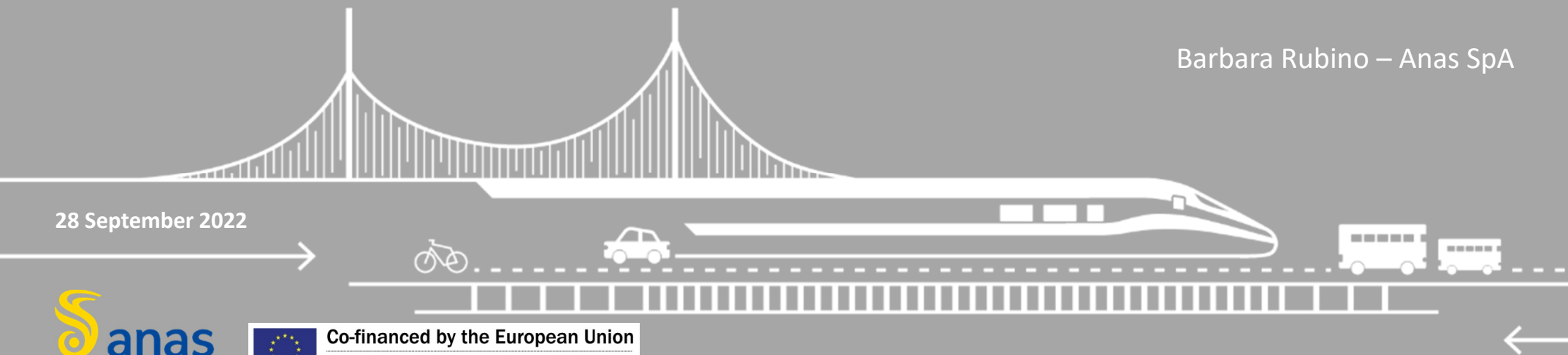
Barbara Rubino – Anas SpA

28 September 2022



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

Informazione ad uso interno



CEF Military Mobility Call 2021 - Results

Action n°21-IT-TM-RELEVANT

REhabilitation of bridgeS and Viaducts for civiliAn-military dual use iNfrastrucTures

ScanMed Corridor
A2 motorway
Friddizza viaduct

CEF Transport calls for proposals 2021 (MILMOB) – Military Mobility envelope					
Overview of projects proposed for funding					
Proposal Acronym	Proposal Title	Country	Coordinator of the proposal	Recommended eligible costs	Recommended CEF funding
21-BE-TM-4 long tracks 750 m	Construction of 4 long tracks in Bunde of Montzen to accommodate 740 meter long trains between the Port of Antwerp and the German Border	BE	INFRAEL SA	10,534,840.00€	5,267,420.00€
21-CZ-TM-D1 Smejalka bridge	Motorway D1, Smejalka bridge	CZ	Reditelství silnic a dálnic CR	56,794,530.00€	28,397,265.00€
21-DE-TM-MIMob DEU 2021	Developing infrastructure for civilian and military purposes: Improving the infrastructure for 740m trains on Corridor North Sea-Baltic	DE	BUNDESMINISTERIUM FÜR DIGITALE UND VERKEHR	99,180,000.00€	49,590,000.00€
21-EE-TM-EstMIMob	Enhancing multimodal military mobility in Estonia and improving dual-use transport links to Tapa Army base	EE	Estonian Centre for Defence Investment	62,329,467.00€	31,164,733.50€
21-EU-TM-ELHA	Development of the rail traffic between two Member States and Corridors – Electrification of Laurila-Tornio-Haparanda railway	FI	VAYLAVIRASTO	29,700,000.00€	14,850,000.00€
21-FI-TM-ORITKARI	Ortikari triangular junction	FI	VAYLAVIRASTO	14,240,000.00€	7,120,000.00€
21-FR-TM-MUSSUGUET TUNNEL	MUSSUGUET TUNNEL clearance of the military and civil gauge	FR	SNCF RESEAU	11,171,567.00€	5,585,783.50€
21-HU-TM-WEST HUN RAIL MILMOB	Adaptation of TEN-T railway stations in Western Hungary to civilian and military dual use	HU	Ministry for Innovation and Technology	6,291,142.00€	3,145,571.00€
21-IT-TM-APo-APa740	Upgrading projects to 740m train length of Rosendalen and Rjukanstad Stations	IT	RETE FERROVIARIA ITALIANA	7,750,000.00€	3,875,000.00€
21-IT-TM-RELEVANT	REhabilitation of bridgeS and Viaducts for civiliAn-military dual use iNfrastrucTures (ScanMed Corridor) – A2 motorway – Friddizza viaduct	IT	ANAS SPA	16,740,000.00€	8,370,000.00€
21-LT-TM-MCLP	Military/civilian loading facility in Palmenroda	LT	AB LTG INFRA	26,553,000.00€	13,276,500.00€
21-LT-TM-VBRD	Development of Via Baltica road section from Marijampole to the Lithuanian-Polish border (design and reconstruction of road A5 Kaunas – Marijampole – Suwalki section from 56.83 to 72.50 km)	LT	VALSTYBES IMONE LIETUVOS AUTOMOBILIŲ KELIŲ DIREKCIJA	120,000,000.00€	60,000,000.00€
21-LV-TM-RBMMMLV CEF2-1MM	Integration of the Military Mobility requirements in the Latvian part of the Rail Baltica Project (Part I)	LV	Ministry of Transport	9,845,135.00€	4,922,567.50€
21-PL-TM-B2ERDK I 1EPDS	Construction of stage II of the parallel taxiway and stage I of the reconstruction of runway on the section of approx. 700 meters at Rzeszów-Jasionka Airport together with technical infrastructure	PL	Port Lotniczy Rzeszów-Jasionka Spółka z ograniczoną odpowiedzialnością	22,947,750.00€	11,473,875.00€
21-PL-TM-Bridges WA39 MA52	Strengthening the bridges WA39 and MA52 on concession motorway A2 (to 130 tonnes gross)	PL	GENERALNA DYREKCJA DRÓG KRAJOWYCH I AUTOSTRAD	1,883,610.00€	941,805.00€
21-PL-TM-CAT II for Szczecin	Implementation of the CAT II ground navigation lighting system at Szczecin-Goleniów Airport with accompanying infrastructure	PL	Port Lotniczy Szczecin-Goleniów Sp. z o.o.	10,000,000.00€	5,000,000.00€
21-PL-TM-IPDSEPRZ	Stage II of the reconstruction of runway on the section of approx. 1800 meters at „Rzeszów-Jasionka” Airpo together with technical infrastructure	PL	Port Lotniczy Rzeszów-Jasionka Spółka z ograniczoną odpowiedzialnością	10,346,600.00€	5,173,300.00€
21-PL-TM-IOCMMAW	Increasing the operational capabilities of the airport's air side for military operations at Wrocław Airport	PL	Wrocław Airport	75,770,696.00€	37,885,348.00€
21-PT-TM-DUALITRAIL - AVEIRO	Dual Use Intermodal Terminal and Rail Extensions in the Port of Aveiro	PT	APA-ADMINISTRAÇÃO DO PORTO DE AVEIRO, S.A.	16,076,622.00€	7,604,242.00€
21-PT-TM-WAMPRTAF	Installation by Portuguese Air Force of an Air Traffic Control infrastructure based on Wide Area Multilateration technology	PT	Força Aérea Portuguesa	1,869,440.00€	934,720.00€



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Dual use requirements

EU Regulation 2021/1328 of 10 August 2021

- The Action will allow the fulfillment of the Dual Use Requirement for Roads foreseen in Table 4 of the EU Reg. 2021/1328 of 10 .08.2021

- In particular Requirement n°4 “Bridge gross weights”
(All the others dual use requirements are currently met on the motorway section)

COMMISSION IMPLEMENTING REGULATION (EU) 2021/1328 of 10 August 2021

specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council

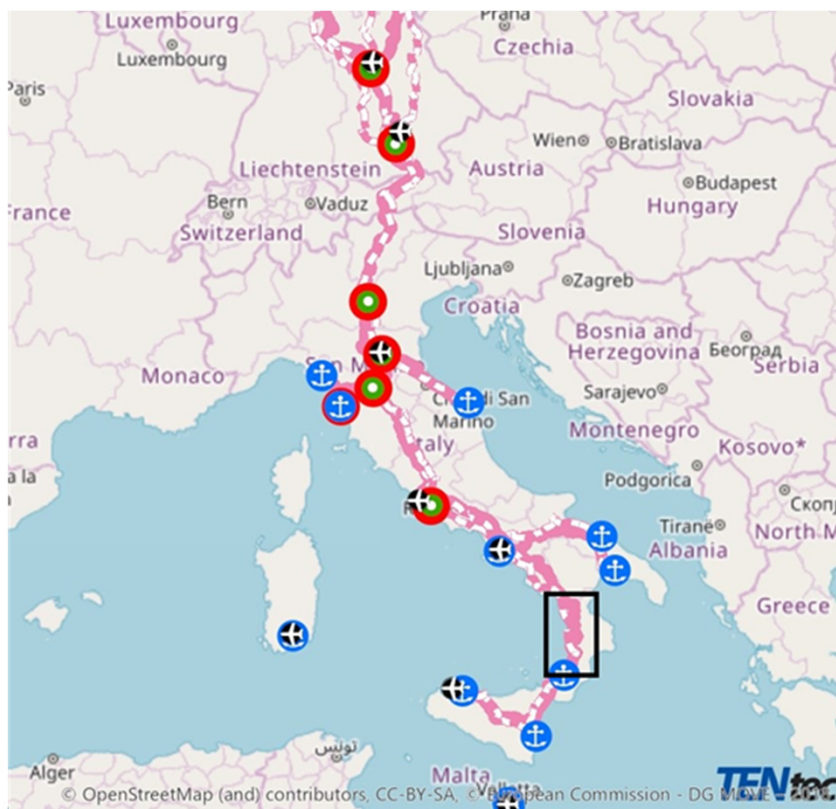
Roads			
No	Dual-use requirement	Dual-use value	Remark
1	Road classification	Single lane: 3.5 m – 5.5 m Single flow: 5.5 m – 7.5 m Double flow: > 7.5 m	Single flow – isolated vehicles pass or travel in the opposite direction at set points/lanes. Double flow – 2 columns of vehicles travel concurrently and at least 2 lanes wide (ideally no narrower than 3.2 m). Projects related to using hard shoulders as additional lanes are excluded.
2	Route types	Type II – all-weather and maintained route, suitable all year to maximum capacity	Type II is preferred for military movement, with unpaved surfaces generally unaffected by precipitation or temperature change.

3	Road gross weight	130 t	130 t does not refer to the free circulation of vehicles with a gross weight of 130 t. This dual-use requirement refers to the capacity of road surfaces to withstand movements or transport of the overweight military assets on an occasional basis. The criteria for the 130 t limit indicated in Council Directive 94/20/EC should therefore allow for occasional movements of overweight transport assets of up to 130 t with a maximum axle load of 11.5 t/axle. Such occasional movements (both military and civilian) do not likely require special permits or written and appropriate mitigation measures, which are exceptionally determined by the MLE. 130 t does not refer to the free circulation of vehicles with a gross weight of 130 t. This dual-use requirement refers to bridge capacity to withstand movements or transport of the overweight military assets on an occasional basis. Such occasional movements (both military and civilian) do not likely require special permits or written and appropriate mitigation measures, which are exceptionally determined by the MLE. Bridges shall be capable of allowing a gross weight of 130 t with a maximum axle load of 11.5 t/axle (Directive 94/51/EC allows up to 11.5 t/axle with the exception of France, where the allowed load is 12 t/axle). In circumstances where a single vehicle weight 130 t, it will be necessary to ensure that appropriate mitigation measures such as speed, distance to other vehicles have been applied and, if necessary, single traffic flow are imposed for bridge use. Road bridges are designed to withstand fully loaded vehicles across their entire length on each lane. Therefore, if a bridge can support multiple trucks weighing 44 t simultaneously it should also be able to support an occasional total gross weight of 130 t, if the appropriate mitigation measures such as speed, distance between trucks, and distance between the trucks are met.
4	Bridge gross weight	130 t	130 t does not refer to the free circulation of vehicles with a gross weight of 130 t. This dual-use requirement refers to bridge capacity to withstand movements or transport of the overweight military assets on an occasional basis. Such occasional movements (both military and civilian) do not likely require special permits or written and appropriate mitigation measures, which are exceptionally determined by the MLE. Bridges shall be capable of allowing a gross weight of 130 t with a maximum axle load of 11.5 t/axle (Directive 94/51/EC allows up to 11.5 t/axle with the exception of France, where the allowed load is 12 t/axle). In circumstances where a single vehicle weight 130 t, it will be necessary to ensure that appropriate mitigation measures such as speed, distance to other vehicles have been applied and, if necessary, single traffic flow are imposed for bridge use. Road bridges are designed to withstand fully loaded vehicles across their entire length on each lane. Therefore, if a bridge can support multiple trucks weighing 44 t simultaneously it should also be able to support an occasional total gross weight of 130 t, if the appropriate mitigation measures such as speed, distance between trucks, and distance between the trucks are met.

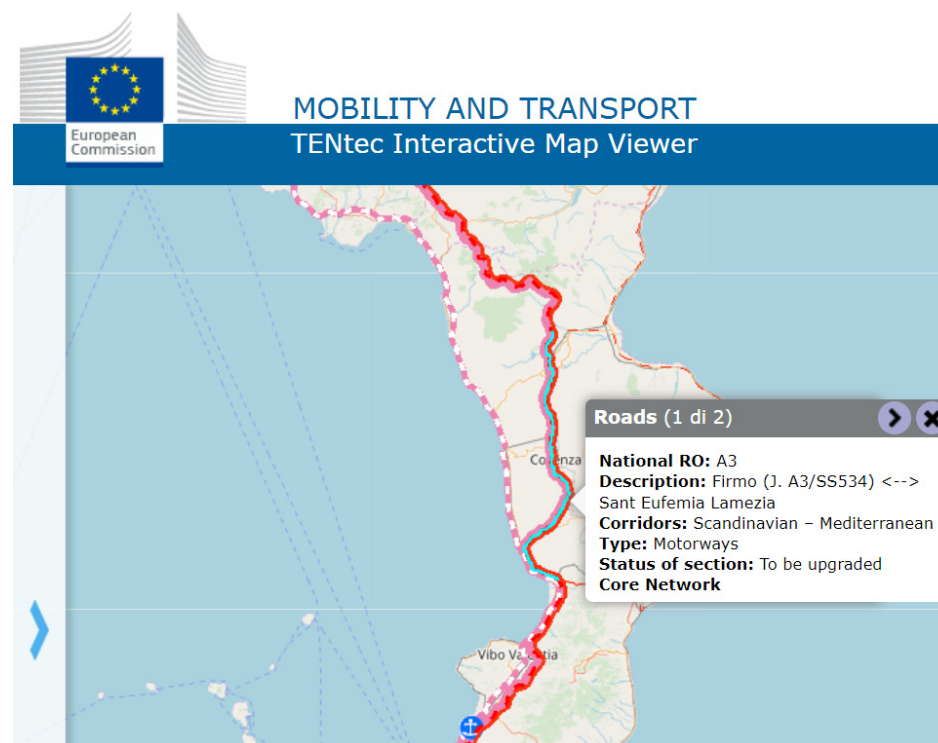
Location along the Scan Med Corridor

Action n°21-IT-TM-RELEVANT

Scandinavian -Mediterranean Trans-European Core Network Corridor



Section Firmo <--> Santa Eufemia Lamezia



Location along the E45 Itinerary - A2 Motorway

Action n°21-IT-TM-RELEVANT

- A2 motorway "Autostrada del Mediterraneo" connected to the A1 "Milan - Naples" motorway
- Main North-South communication infrastructure of the Italian peninsula
- Gateway to Sicily
- Cosenza * - Altilia stretch from km 259+700 to km 286+000

(*Cosenza: 65,223 inhab., capital of the province with the same name, which represents the most populous and extensive province in the Region Calabria, home to more than a third of the regional companies (36.8%) and university headquarters)



Key Figures

Action n°21-IT-TM-RELEVANT

Friddizza Viaduct (3,5 km from Cosenza)

STUDY and WORKS

Action Start date:	11.01.2021
Action End date:	10.05.2026
Action Cost:	16,74 M€
EU and IT Funding:	50% CEF + 50% Anas resources



View of the Friddizza viaduct - North carriageway



View of the Friddizza viaduct - South carriageway

Criticalities

Action n°21-IT-TM-RELEVANT

- Due to the degraded conditions of the existing structure, in January 2021 traffic along the Friddizza Viaduct was forbidden to heavy vehicles with a total mass exceeding 72 tons through an Ordinance related to the whole Cosenza-Altilia road section (from km 260+951 to km 287+492)
- These restrictions – in force at the moment until January 2023 but likely to be further prorogated – cause a major bottleneck and have a negative impact on the surrounding urban area:
 - The adjacent urban context is economically damaged
 - Heavy vehicles (civil and military ones) are forced to detour along long and winding provincial roads, with an increase in travel times and CO² emissions

Description of the Action 1/2

Action n°21-IT-TM-RELEVANT

The Action:

- Aims to eliminate bottlenecks for civil and military use, providing users with a reliable and high quality infrastructure, with increased safety levels
- Intends to facilitate the movement for dual civil-military purposes of HGVs and military oversized/overloaded assets on the transport network (that today have a limitation of a maximum of 72 tons) and the transit of vehicles with a weight of 130 tons or more
- Allows the full mobility along the Scandinavian-Mediterranean Corridor and between urban/regional/long-distance transport, thereby improving North-South axis and the multimodal interconnection of the network
- Generates a positive impact on the reduction of the environmental impact, due to the shortening of the routes for the heavy vehicles, moving them from the alternative paths (72 km) to the main itinerary (26 km)

Description of the Action 2/2

Action n°21-IT-TM-RELEVANT

The Action:

- Foresees to secure and seismically improve the Friddizza Viaduct through deep restorations, adaptation of the substructures, interventions on supports, decks and expansion joints and seismic improvement interventions.
- Includes:
 - Preparatory activities
 - Structural and geognostic investigations
 - Validation of the detailed design
 - Works for upgrade to "gross weights on bridges" dual-use requirement

Project structure 1/3

Action n°21-IT-TM-RELEVANT

Activity 1: Project Management & Communication

Task 1.1 – Project Monitoring & Reporting

Task 1.2 – Communication & Dissemination

To ensure:

- *timely progress of the work, on budget and on agreed quality according to the implementation plan*
- *effective communication with CINEA*
- *timely delivery of all technical and financial reports to CINEA*
- *visibility of the project and the received EU co-funding*

Project structure 2/3

Action n°21-IT-TM-RELEVANT

Activity 2: Execution of preliminary surveys

Task 2.1 – Geognostic surveys

Task 2.2 Structural surveys

It covers all the preliminary activities for the design and the planned works (on-site and in-lab tests, preliminary activities as geognostic and structural investigations).

Activity 3: Development of the Detailed design

Task 3.1 – Detailed design activities

Task 3.2 Detailed design approval

It covers the preparation of the Detailed design Action and its validation/revision

Project structure 3/3

Action n°21-IT-TM-RELEVANT

Activity 4: Implementation of works

Task 4.1 – Procurement of works

Task 4.2 – Execution of works

It covers the award of an implementation contract for works (under and existing framework agreement) and the execution of the works

Updates

Action n°21-IT-TM-RELEVANT

- Conclusion of Grant Agreement Preparation
- Final Text of Grant Agreement ready to sign
- Anas internal procedures on-going to authorize the Project Legal/Financial Signatory to sign the GA

Thank you!

Barbara Rubino

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Management of EU Direct Funded Projects*

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