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PANORAMA Italia | Malta

Operational Programme Italy-Malta 2007-2013



IN THIS ISSUE

*The environment and transport are two aspects of life which impact heavily on the quality of life of any individual. The two projects presented in this seventh issue, **Streets** and **Port Pvev**, have both elements in common. The two projects focus on improving goods and passenger transport over the main transit routes in and between Sicily and Malta (STREETS) and experimenting with forms of sustainable mobility in the main Sicilian and Maltese port areas (PORT PVEV). The main target of these projects is to reduce polluting emissions to a minimum both by boosting alternative transit routes that can lighten road transport along the main routes and by designing green mobility plans in the port areas that improve the quality of the area by exploiting the use of clean forms of energy. In order to further build on these quintessential elements of life the Italy-Malta authorities have targeted the safeguarding of the environment represents as one of the main provisions of the **2014-2020 Italy Malta cross-border Cooperation Programme** together with other elements such as the provision for safety on land and sea, cultural heritage, the quality of life and health of the territory's citizens.*

>>> SUSTAINABLE TRANSPORT IS ...ON THE RIGHT TRACK

*Strengthening the integration of multimodal transport in Sicily and Malta in support of the TEN-T Corridor 5: **STREETS** project.*

>>> PROMOTE GREEN MOBILITY ...PORT PROJECT

*Improve air quality by reducing CO₂ emissions and noise pollution in Valletta, Catania, and Gela port areas: **PORT PVEV** project.*

>>> INTERREG V-A ITALY MALTA 2014-2020

The 2014-2020 Italy Malta cooperation programme will contribute to the smart, sustainable, and inclusive growth of the Sicily Malta cross-border area.



STREETS

Integrated Strategy for Sustainable Transport Italy-Malta

IMPROVE and strengthen multimodal transport integration in Sicily and Malta in support of the Trans European Network Corridor 5 (TEN-T).

The **STREETS** has contributed to improving an understanding of the multimodal transport system between Malta and Sicily by defining the framework of an integrated and sustainable transportation strategy within and between the two islands.

This cross-border area – largely rural with the widespread presence of medium to small urban settlements – suffers, in fact, from a state of

physical marginalization due to its insular nature and position on the edge of the European Union. Furthermore, limited connections in transport systems shape social – economic development due to the difficulty of integrating the area's economy with relative international markets.

STREETS has created a transport network map, an integrated survey of supply and demand, and a special strategy to promote integrated and sustainable transportation so as to contribute to improvements in the transport chain and to strengthen multimodal transport integration

in Sicily and Malta in support of the TEN-T Corridor 5 (see box). The capacity building aspect has also been of major importance, allowing 15 representatives from each member country both from the public administration and from the private sector to conform their respective functions/services in the joint management of the Italian/Maltese permanent coordination centre for transport policy.

WHERE: Palermo, Catania, Vittoria (RG), Valletta.

PARTNERS: Regione Siciliana – Assessorato delle Infrastrutture e delle Mobilità – Dipartimento delle Infrastrutture, della Mobilità e dei Trasporti (lead partner); Collegio Universitario ARCES; Comune di Vittoria; Autorità Portuale di Catania; Transport Malta; University of Malta.

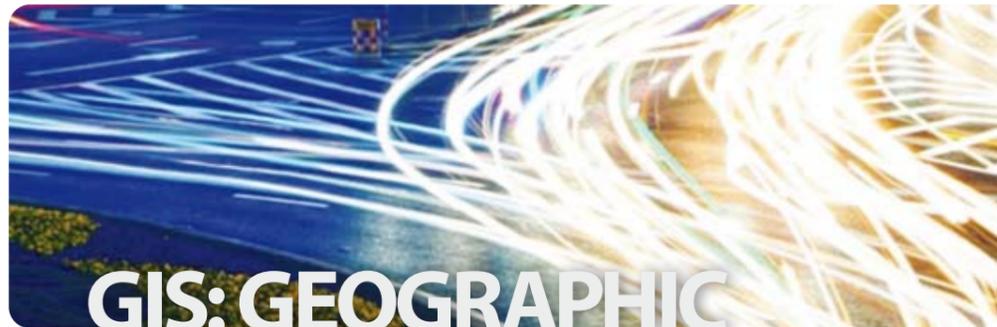


TRANS EUROPEAN NETWORK (TEN-T)

The Trans European Network (TEN-T) will consist of 9 main infrastructural corridors creating transport arteries in the single European market. Each of the 9 main corridors will include three transport modes, three member states, and two cross-border sections. The TEN-T will connect 94 major European ports by road and rail; 38 major airports will be connected by rail to the main cities; 15,000 km of rail track will be converted to high speed, and 35 projects will abolish bottlenecks.



STREETS - Integrate Strategy for Sustainable Transport



GIS: GEOGRAPHIC INFORMATION SYSTEM.

At the heart of the **STREETS** project is the development of a GIS platform (acronym for Geographical Information System) in view of Sicily and Malta's political and administrative coordination of the integrated transport system.

The GIS platform interfaces with IT systems of the two member countries involved in the project and it is designed to analyse and manage geographical type data (geo-referential) that facilitate transport organizational activities.

The GIS platform was developed through two, distinct trials.

The first trial consisted of installing totems within the territory which allow the creation of personalized maps for the users.

The second trial of the system concentrated on the Malta/Vittoria Fruit and Vegetable Market/Catania port route so as to develop, through the implementation of GPS, an ICT goods tracking device that forwards data toward the various addresses using a HUB system.

“Integrated transport in Sicily and Malta is ...on the right track”



Web site:

www.streetsproject.eu

Lead partner: Giacomo Monteleone
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PORT PVEV - Photo Voltaic Electric Vehicle

PORT PVEV

PHOTO VOLTAIC ELECTRIC VEHICLE

IMPROVE energy efficiency and **reduce** CO₂ emissions through the installation of photo voltaic infrastructure on public buildings and use of electric vehicles in Valletta, Catania, and Gela port areas.

The **PORT PVEV** partnership has introduced pilot schemes to show how the port authorities of Valletta, Catania, and Gela can effectively reduce their dependence on fossil fuels for running the port through the production of electric energy from renewable sources.

The project purchased a total of 44 electric vehicles (cars, small vans, quads, and bicycles) the uses of which differ according to

the needs of each port. Tourists will use electric bikes to visit Catania; port workers will use the vans to move around Gela port and in its proximity; *Valletta Grand Harbour* officials will use the electric powered quads, cars, and vans according to their needs.

In the second phase, following on from the pilot schemes, the partnership has put in place a *green plan* at local level, that is, a set of proposals/actions to implement further decarbonising policy in the Sicilian and Maltese ports and surrounding areas. These actions are in line with the *Europe 2020* provisions regarding climate and energy which aim for a 30% reduction in emissions by 2020.

However, the project has not limited itself to aspects of “green” mobility on the roads. It has also studied the feasibility for the provision of shore-sourced power to ships when berthed, thus reducing not only gas emissions from their on-board, fuel-powered generators, but also noise pollution. To reach these aims the partnership has set up photovoltaic infrastructure on public buildings within the port area to trial this venture in energy saving and reduction in noise pollution.



THE PORTS - THE PARTNERS

The Ports: Valletta, Catania, Gela (CL).

The Partners: Transport Malta (lead partner); Autorità Portuale di Catania; Ministry for Transport and Infrastructure; Provincia Regionale di Caltanissetta.

Web site:
www.portpvev.eu

Lead partner: Peter Paul Barbara
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Promoting
“green mobility” is
a project already
...home and dry



CLEAN AIR SUSTAINABLE MOBILITY

...IN BROAD DAYLIGHT.



The 2007-2013 Italy Malta programme gave a concrete contribution to electrical energy production from renewable sources and a reduction in CO₂ emissions in the port areas of Valletta, Catania, and Gela. In particular, the Malta Transport Centre roof was covered in **photovoltaic panels**, while three **solar charging stations** were installed in some central parking areas of Cirkewwa Ferry Terminal, Deep Water Quay, and Marsa e Ta'Xbiex Marina.

In Catania and Gela a total of six solar stations were installed for recharging both electric cars and bicycles. The stations consist in tensile structures covered in

photovoltaic panels able to recharge the batteries of the parked vehicles. Three of the charging stations also have batteries to store the solar energy for other uses in the port.

A total of 44 **electric vehicles** were purchased by the **PORT PVEV** project: 2 vans, 4 mini vans, 4 cars, 4 quads, 20 bicycles, 3 vehicles for mixed passenger/goods transport, and 7 passenger vehicles. Different types of **recharge stations for the electric vehicles** were bought: from the installation of quick charge totems (able to recharge 80% in just 30 minutes) to wall plugs for slow recharge.

Interreg Italia-Malta

Fondo Europeo di Sviluppo Regionale
European Regional Development Fund



The 2014-2020 Italy Malta cross-border Cooperation Programme falls within the European Territorial Cooperation's aims and represents one of the instruments which will be used to carry out EU cohesion policies supporting integrated development between territories with a common maritime border. The 2014-2020 European cohesion policy is based upon the so-called **2020 Europe Strategy**, that is, upon a social European market economy framework in which high levels of occupation, productivity, and social cohesion are guaranteed. Europe 2020 aims at trans-

forming the EU into a smart, sustainable and inclusive economy, that is, an economy based on knowledge and innovation, on the efficient use of resources and on a strong social and territorial cohesion guaranteed by high occupational levels. The 2014-2020 Italy Malta Cooperation Programme will also contribute to smart, sustainable, and inclusive growth by developing the potentiality of some areas of common interest such as **safeguarding the environment, the safety of the land and sea, cultural heritage, and the quality of life and health of its citizens**. The programme will help reach 5 of the 11 EU thematic objectives, each of which is supported by specific investment priorities.

Axis I – Promote smart and sustainable growth through research and innovation



Thematic Objective 1

Strengthening research, technological development, and innovation

The Programme sets aside 32% of its budget to promote investments in R&I and to develop links and synergies between enterprise, research and development centres in areas involved in improving the quality of life and the fruition of cultural heritage.

The investments in R&I will support the development of products and services for clusters and districts working within the cross-border areas, strengthening open innovation such as living labs/hubs for services to business and public administrations, strengthening material allocation to R&I research centres and thus, as a result enhancing the productive system and spin-offs between universities and enterprise for high value technological and innovative activities. It will also support cross-border mobility of research workers.

Axis II – Enhancing competitiveness in the cross-border area



Thematic Objective 3

Enhancing the competitiveness of SMEs

The Programme sets aside 11% of

its budget to promoting entrepreneurship, in particular facilitating the economic exploitation of new ideas and promoting the creation of new businesses in sectors regarding the safeguard of the environment and the quality of life and health of citizens. The creation and expansion of Sicilian and Maltese micro, small, and medium enterprises will come about through the development/strengthening of cross-border services tied to diagnostics and the commercial positioning of products through the creation and expansion of social innovative realities (co-working spaces, fab-lab, etc.) and helps start innovative start-ups.



Thematic Objective 8

Promoting sustainable and quality employment and supporting labour mobility

The Programme sets aside 7% of its budget to promote the integration of cross-border job markets, local joint initiatives favouring occupation and information and consultation services in sectors regarding the safeguard of the environment and the quality of life and health of citizens. The integration of the job markets will come about through financial support creating cross-border networks favouring worker mobility through the issue of work inclusion vouchers to school leavers and young people to be spent in the micro, small and medium enterprises working in the above mentioned sectors.

Axis III – Safeguard the environment and promote the efficient use of resources



Thematic Objective 5

Promoting climate change adaptation, risk prevention and management

The Programme sets aside 22% of its budget to promote investments to address specific risks ensuring disaster resilience and developing disaster management systems that contribute to safety on land and sea.

Risk management will target ac-



Thematic Objective 6

Preserving and protecting the environment and promoting resource efficiency

The Programme sets aside 28% of its budget in sectors safeguarding the environment and safety on land and sea through actions aimed at the protection and re-establishment of bio-diversity and soils, promoting ecosystem services - also through Nature 2000 - and green infrastructure. Safeguarding land and sea biodiversity in the areas and sites of Nature 2000 will take place re-establishing land habitat, monitoring and control of invasive marine species, the realization of awareness campaigns for the sustainable use of natural resources and the creation of observation and access points to geological sites, parks, nature reserves, etc.

“ Cooperation between Italy and Malta for the smart, sustainable, and inclusive growth of Europe ”

tions aimed at mitigating the effects of climate change, coordinating health intervention, the prevention of *marine hazards*, widening the cover of natural risk security systems, the development of management systems for sea-borne catastrophes, and the integration of joint technologies for *search and rescue*.

The 2014-2020 Italy Malta Cooperation Programme has been officially transmitted by the Programme authorities to the European Commission and is at present awaiting approval.