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# The leverage of the Italian National Recovery & Resilience Plan

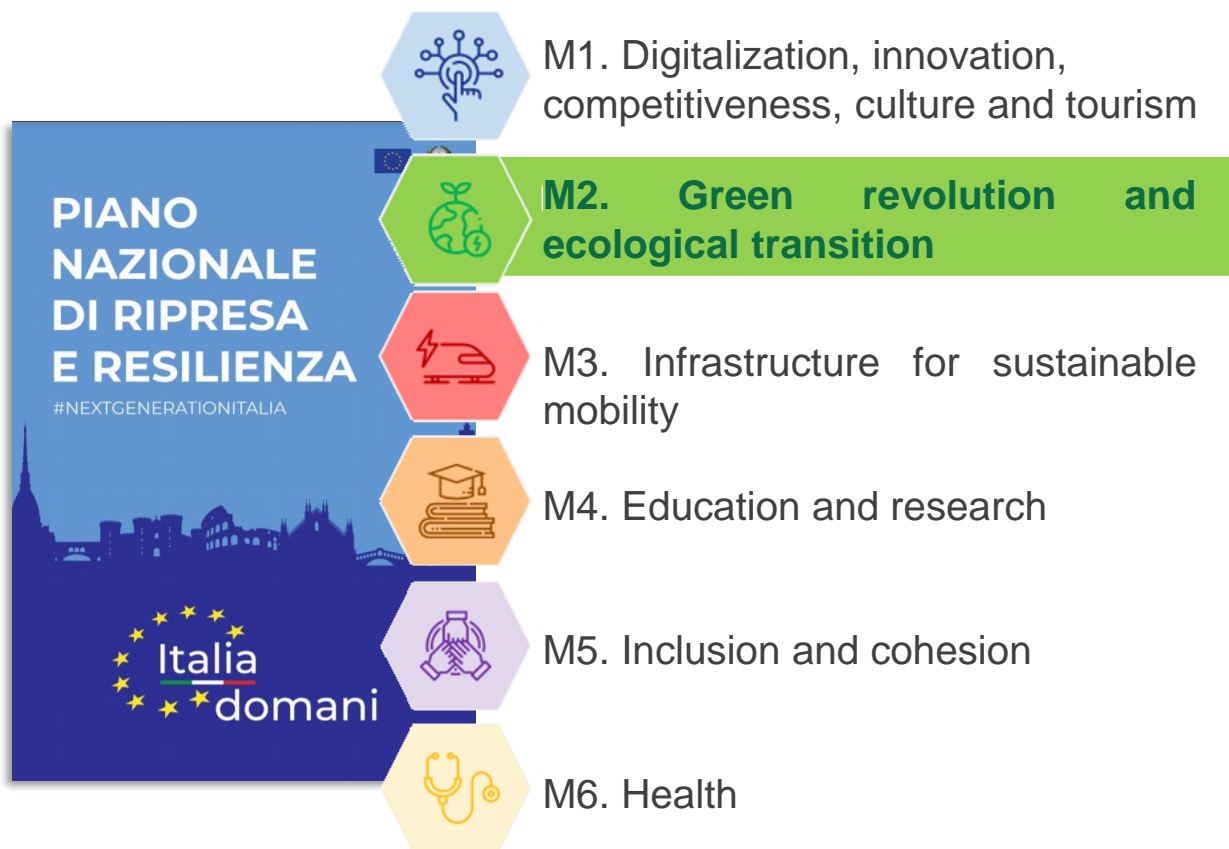
Business opportunities in developing an international, industrial and R&D leadership in the main supply chains of the Green Revolution and Ecological Transition

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# THE LEVERAGE OF THE NATIONAL RRF (1/2)

The Italian Resilience and Recovery Facility is a +200-Billion-euro plan to boost the Italian economy in the next 5 years.



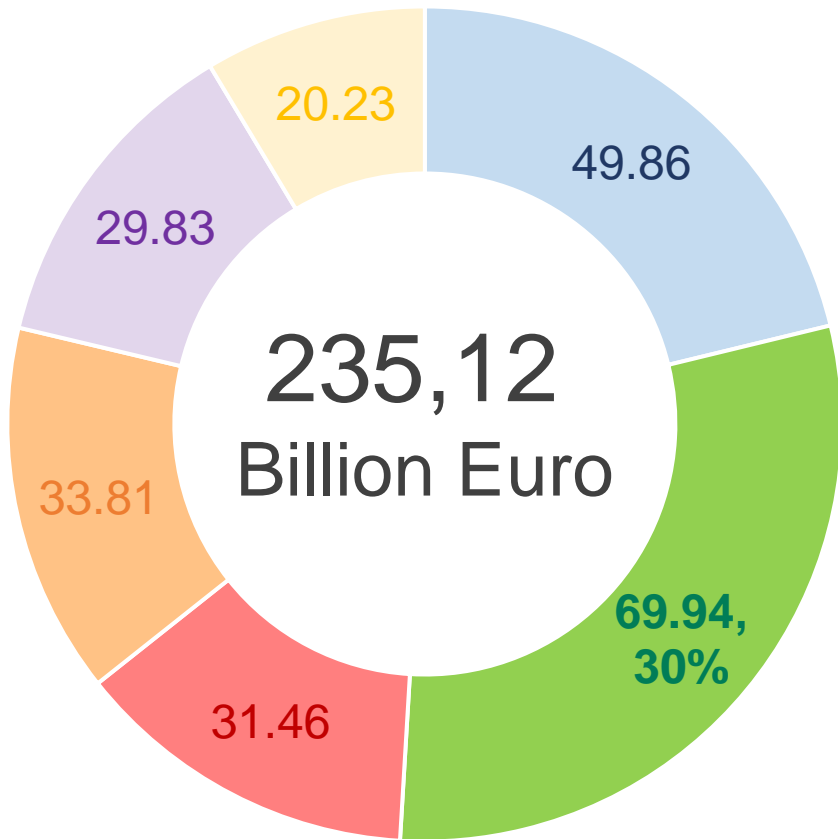
The country's recovery action outlined in the Plan is guided by policy objectives and interventions connected to the **three strategic axes** that are shared at European level:



It is a Resilience Plan, because the pandemic and the ecological emergency have put the extreme events of the present and the future at the heart of our concerns.

It is a Recovery Plan, because it responds to the economic and social impact of the pandemic crisis.

# ITALIAN NATIONAL RECOVERY & RESILIENCE PLAN



M1. Digitalization, innovation, competitiveness, culture and tourism



**M2. Green revolution and ecological transition**



M3. Infrastructure for sustainable mobility



M4. Education and research



M5. Inclusion and cohesion



M6. Health

191,50 PNRR	13,00 React EU	30,62 Complementary fund
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# M2. GREEN REVOLUTION AND ECOLOGICAL TRANSITION



## M2C1 - CIRCULAR ECONOMY AND SUSTAINABLE AGRICULTURE

**5,27 BLN**

+ 0,50 REACT-EU  
+ 1,20 Complementary fund

M2C2 - Renewable energy, hydrogen, power grids and sustainable mobility

23,78 BLN

+ 0,18 REACT-EU  
+ 1,40 Complementary fund

M2C3 - Energy efficiency and building requalification.

15,36 BLN

+ 0,32 billion REACT-EU  
+ 6,56 Complementary fund

M2C4 - Protection of the territory and water resources

15,06 BLN

+ 0,31 billion REACT-EU

This component seeks to contribute significantly to the green transition by promoting a more efficient and sustainable management of waste that will also create new jobs in a resilient sector. Great attention is also paid to the digitalization of processes, with particular reference to the improvement of separate collection and digital monitoring in order to allow also a higher degree of female employment in this sector.

### 1. Improve waste management capacity and advance the circular economy paradigm

**Investment 1.1:** Implementation of new waste management plants and modernization of existing plants

**Investment 1.2:** Circular economy “flagship” projects

**Reform 1.1:** National Strategy for Circular Economy

**Reform 1.2:** National Programme for Waste Management

**Reform 1.3:** Technical support to Local Authorities

### 2. Improve the sustainability of the agri-food chain

**Investment 2.1:** Logistics plan for the agri-food, fishing and aquaculture, forestry, floriculture and plant nursery sectors

**Investment 2.2:** Agri-solar park

**Investment 2.3:** Innovation and mechanization in the agricultural and food sectors

### 3. Support to the “green transition”

# FOCUS CIRCULAR ECONOMY



## Investment 1.1: Implementation of new waste management plants and modernization of existing plants

1.5 BLN

Funds are set to support projects focused on:

- Construction of **new treatment/recycling plants** addressing the following fluxes from separate collection:
  - » Organic waste
  - » Multi-material
  - » Glass
  - » Paper packaging
- Improvement and mechanization of the **separated waste collection** network of municipalities
- Construction of **innovative treatment/recycling plants** addressing:
  - » PADs
  - » Wastewater sludge
  - » Leather waste
  - » Textile waste



## Investment 1.2: Circular economy “flagship” projects

600 MLN

Funds are set to support projects focused on:

- Digitalization of the processes
- Logistics
- Treatment/recycle plants

Flagship sectors:

- » **Waste Electrical and Electronic Equipment (WEEE)** *\*including wind turbine blades and PV panels*
- » **Textile** *\*Creation of Textile Hubs*
- » **Plastic waste recycling including Marine Plastic Litter (MPL)** *\*Creation of Plastic Hubs (mechanical, chemical recycling)*
- » **Paper and paperboard industry**



# REFORMS SUPPORTING INDUSTRIAL DEVELOPMENT



## REFORMS

### Reform 1.1

#### National Strategy for Circular Economy

The existing strategy (2017) is under revision by:

- » *Ministry for the Ecological Transition*
- » *Ministry for the Economic Development*
- » *ISPRA* (Higher Institute for Environmental Protection and Research)
- » *ENEA* (Italian National Agency for New Technologies, Energy and Sustainable Economic Development).

It will be updated and integrated by adding to the intervention areas:

- » Ecodesign
- » Ecoproducts
- » Blue economy
- » Bioeconomy
- » Critical raw material

The strategy's final legislation will be adopted by June 2022.

### Reform 1.2

#### National Programme for Waste Management

- » The program aims to bridge the waste management gaps regarding installations capacity and quality standards existing between the different regions and areas of the national territory.
- » The objective is to improve the national average, to achieve current and new goals provided by European and national legislation such as:
  - » *Percentage of waste separate collection*
  - » *Percentage of waste in landfills*
  - » *Reuse, recovery, etc.*

A national working group has already been established in November 2020:

- » *Ministry for the Ecological Transition*
- » *Ministry for the economic development*
- » *ISPRA*
- » *ARERA* (Italian Regulatory Authority for Energy, Networks and Environment)
- » *ANCI* (Associazione Nazionale Comuni Italiani)
- » *Regions and autonomous provinces*

### Reform 1.3

#### Technical support to Local Authorities

The objective of the measure is to ensure that procedures defined by law for authorizations and tenders are properly applied.

Technical support to Local Authorities (Regions, Provinces, Municipalities) will be assured by the Government:

- » *Ministry for the Ecological Transition*
- » *Ministry for the Economic Development*
- » *Other relevant parties*

# FOCUS AGRI-FOOD



## Investment 2.1: Logistics plan for the agri-food, fishing and aquaculture, forestry, floriculture and plant nursery sectors

800 MLN

### Funds are set to support projects focused on:

- Tangible and intangible investments
  - Storage facilities for agricultural raw materials (including adoption of AI)
  - Processing and preserving of raw materials
  - Digitalization of logistics, including the use of:
    - *Radio Frequency Identification, traceability, blockchain*
    - *Advanced management software, components and sensors*
    - *Fully automated technologies for warehouses*
  - Infrastructural interventions on food markets
- Investments in food transport and logistics to reduce the environmental and economic costs
- Innovation of production processes, precision farming and traceability (e.g. blockchain).



## Investment 2.2: Agri-solar park

1.5 BLN

### Funds are set to support projects focused on:

- Investments on productive structures of the agricultural, livestock and agro-industrial sector
  - Removal and disposal of the existing roof and construction of a new insulated roof
  - Creation of automated ventilation and/or cooling systems for bans
  - Installation of solar panels, intelligent management of flows and accumulators
- The general objectives of this project are:**
- Contribute to achieve EU environmental and climate targets
  - Promote a resilient agri-food, forestry, fisheries, aquaculture, floriculture and plant nursery sectors



## Investment 2.3: Innovation and mechanization in the agricultural and food sectors

500 MLN

### Funds are set to support projects focused on:

- The reduction of GHG emissions through investments fostering the modernization and replacement of more polluting off-road vehicles. *\*(Currently, the industry is engaged in the transition phase towards "Stage V engines", which will become mandatory as from 1st January 2022)*
- Reduction of pesticides and chemical fertilizers through the introduction of precision farming techniques and machines equipped with distribution systems capable of targeting only marked vegetation and reducing the dispersion of active ingredients in the environment.
- Investments in capital goods, modernization of agricultural machinery, as well as introducing technological innovation in the livestock sector, with a focus on machinery capable of adopting Agricultural and Food&Beverage processing 4.0 technologies.



# M2.GREEN REVOLUTION AND ECOLOGICAL TRANSITION

M2C1 - Circular economy and sustainable agriculture

5,27 BLN  
+ 0,50 REACT-EU  
+ 1,20 Complementary fund



**M2C2 - RENEWABLE ENERGY, HYDROGEN, POWER GRIDS & SUSTAINABLE MOBILITY**

**23,78 BLN**  
+ 0,18 REACT-EU  
+ 1,40 Complementary fund

M2C3 - Energy efficiency and building requalification.

15,36 BLN  
+ 0,32 billion REACT-EU  
+ 6,56 Complementary

M2C4 - Protection of the territory and water resources

15,06 BLN  
+ 0,31 billion REACT-EU

The overall objective of this component is to achieve the strategic goals established in The European Green Deal strategy (COM/2019/640 final) and in the Italian National Energy and Climate Plan in force, leveraging reforms and investments in two main sectors (energy, transportation) which are responsible, when combined, of around the 50% of the total GHG emissions in Italy.

## 1. Increasing the share of energy produced from renewable energy sources

- Investment 1.1: Agro-voltaic development
- Investment 1.2: Renewable promotion for energy communities and self-consumption
- Investment 1.3: Promotion of innovative facilities (including off-shore)
- Investment 1.4: Biomethane development
- Reform 1.1: Simplification of authorization procedures for onshore and offshore renewable installations, new legal framework to support production from renewable sources and extension of the timing and eligibility of existing support schemes
- Reform 1.2: New legislation to promote the production and consumption of renewable gas

## 2. Upgrading and digitizing network infrastructures

## 3. Promoting the production, distribution and end-uses of hydrogen

- Investment 3.1 Production of Hydrogen in brownfield sites (Hydrogen Valleys)
- Investment 3.2 Hydrogen Use in hard-to-abate industry
- Investment 3.3 Hydrogen testing for road transport
- Investment 3.4 Hydrogen testing for railway mobility
- Investment 3.5 Hydrogen Research and Development
- Reform 3.1: Administrative simplification and reduction of regulatory barriers to hydrogen uptake
- Reform 3.2: Measures to promote the competitiveness of hydrogen

## 4. Developing more sustainable local transport

- Investment 4.1: Enhancing cycling
- Investment 4.2: Development of fast mass transport
- Investment 4.3: Development of electric charging infrastructure
- Investment 4.4: Renewal of bus fleets, green trains
- Reform 4.1: Faster procedures for the evaluation of projects in the field of local public transport systems with fixed installations and in the field of rapid mass transport

## 5. Developing international, industrial and research and development leadership in the main sectors of the transition

- Investment 5.1: Renewables and batteries
- Investment 5.2: Hydrogen
- Investment 5.3: Electric buses
- Investment 5.4: Support for start-ups and venture capital active in the ecological transition



# REFORMS SUPPORTING THE RE SECTOR



## REFORMS

### Reform 1.1

#### Authorization procedures simplification for onshore & offshore renewable plants, new legal framework to support production from RES and extension of the timing and eligibility of current support schemes

The reform aims to homogenize the authorization procedures throughout the national territory, simplify the procedures for the construction of off-shore RE generation plants, rationalize and simplify the environmental impact procedures, share at regional level a plan for the identification and development of areas suitable for RES, strength private investments and incentives for the development of energy storage mechanisms and promote public-private investments in the sector.

- » The Ministry of Ecological Transition will be mainly dedicated to the implementation of the reform.
- » The reform plan will have to go hand in hand with the process of transposing the RED II Directive.
- » Extension of the FER 1 decree and introduction of the FER2 decree dedicated to sources and technologies not yet fully mature or with high operating costs.
- » The implementation period is estimated at 3 years (Q2 2021 to Q1 2024).

### Reform 1.2

#### New legislation to promote the production and consumption of renewable gas

The reform aims to promote, in coordination with existing instruments for the development of biomethane in the transport sector, the production and use of biomethane also in other sectors, and in particular to expand the scope for reconversion of existing facilities in the agricultural sector.

- » The reform consists of a legislative decree implementing RED II (or a different primary legislation) which will establish a mechanism to promote the production and consumption of renewable gas in Italy (excluding thermoelectric uses).
- » Subsequently, a decree issued by the myth will lay down conditions, criteria and ways of implementing the system for promoting the production and consumption of biomethane in the industrial, tertiary and residential sectors.
- » The primary legislation will be enacted by mid-2021, followed by the implementing decree by the end of the year.
- » Reversions will start in 2022, which will gradually enter into operation.

# FOCUS RENEWABLE ENERGY (1/2)



## Investment 1.1: Agri-voltaic development

1.1 BLN

Funds are set to support projects focused on:

- Development of medium and large – sized agri-voltaic:
  - » No compromise the use of land dedicated to agriculture
  - » Implementation of hybrid agriculture – energy production systems
  - » Promotion of vertical structure and high efficiency modules
- Improvement farms competitiveness reducing cost of energy supply
- Creation of a monitoring function to analyze the effectiveness both on PV systems and agricultural production (e.g. monitoring period 6 years)

» + 1.040 GW of new plants equal to 1.300 GWh per year of energy production



## Investment 1.2: Promotion of RES for energy communities and jointly renewables self-consumers

2.2 BLN

Funds are set to support projects focused on the increase the number of RES plants, mainly PV, by supporting Rec's and jointly acting renewables self-consumers, mainly:

- Implementation of the RED II directive by June 2021
- GSE manages a dedicated section to energy communities on its website and monitors the activity that, at regional level, defines the power capacity of plants and technologies used; amount of electricity fed into the grid and shared; amount of incentives provided; type of beneficiaries
- Zero-interest loans up to 100% of eligible costs, for the construction of RES production plants, also coupled to energy storage systems.
- Incentives for the amount of self-consumed energy for plants up to 200 kW

» +2.000 MW of new power generation equal to 2.500 GWh per year of energy production



# FOCUS RENEWABLE ENERGY (2/2)



## Investment 1.3: Promotion of innovative plants (including off-shore)

0.68 BLN

### Funds are set to support projects focused on:

- Search for innovative energy production solutions, in terms of both technologies and plant structures and configurations (off-shore, wave motion, etc.);
  - Support the implementation of off-shore renewable energy production systems aiming at reusing existing infrastructure (ex. oil & gas platforms or existing port infrastructure) and promoting several innovative technologies
  - The investment support the implementation of energy production systems such as:
  - The suitable measures are:
    - » Agreements for innovation for the phases of industrial research and experimental development;
    - » Development Contracts aimed at investments of high strategic and innovative value and for an amount of not less than 20 million euros;
    - » Development Agreements.
- » **+200 MW of new power generation equal to 490 GWh per year of energy production**



## Investment 1.4: Development of biomethane, according to criteria for promoting the circular economy

1.92 BLN

### Funds are set to support projects focused on:

- Reconversion and efficiency upgrading of existing agricultural biogas plants (from biogas to biomethane) to be used in:
    - industrial and residential heating and cooling sector
    - the tertiary and transport sector
    - construction of structures for the correct management of incoming biomass and of digestate (coverage of storage, etc.)
  - Construction of new plants for the production of biomethane
  - Diffusion of ecological practices in the biogas production phase
  - Replacement of obsolete and low-efficiency mechanical vehicles with methane/biomethane-powered vehicles, in particular agricultural tractors.
    - \*agriculture biomethane/tractors will be procured through a tender.
- The implementation period is estimated to be 5 years (2021-2026)



# FOCUS HYDROGEN (1/2)



## Investment 3.1: Production of hydrogen in brownfield sites

0.5 BLN

### Funds are set to support projects focused on:

- Promotion of local production and use of green Hydrogen in industry, SME's, and local transport, thus creating some new Hydrogen Valleys, mainly located in the South of Italy, with local production from RES :
  - » Re-use of abandoned industrial areas
  - » Local RES plants
  - » Refueling of stations for trucks and local public transport
  - » Priority to areas located in south of Italy
- Hydrogen valleys with 1-5 MW of electrolyzers to be increased up to 10 MW
- Consolidate and create proprietary know-how and skills, by R&D in strong synergy with external Research Centers and Suppliers;
- Set-up the necessary supply-chain, by creating a European chain in H2 production and utilisation



## Investment 3.2: Hydrogen use in hard-to-abate industry

2.0 BLN

Funds are set to support projects project aims at the progressive decarbonisation of the hard to abate industries , mainly:

- » In the chemical and oil refining sector
- » Steel industry
- Promoting the transition from methane to green H2 through the publication of tenders for proposals for the implementation of sustainable and innovative transformation projects of the industrial production cycle towards the use of hydrogen and subsequent processing:
  - » A general tender will be launched for the development of initiatives for the industrial sectors that use methane as an energy source for thermal energy (cement, paper mills, ceramic, glass industries, etc.) to support R&D&I in the industrial processes and to finance pilot project and the industrial scale up of the projects.
  - » A specific tender will be launched to support steel R&D&I for steel production process through the increasing use of hydrogen.
- The implementation period is estimated to be 5 years (2022-2026)



» **Suitable incentive tools: the Agreements for innovation, the Development Contract & the Development Agreement.**

# FOCUS HYDROGEN (2/2)



## Investment 3.3: Hydrogen testing for road transport

0.23 BLN

Funds are set to support projects focused on the development up to 40 hydrogen-based refueling station network for a reduction of transport-related emission.

- The hydrogen refueling distributors will be suitable for trucks and cars, operating at a refueling pressure of 700 bars.
- The H2 refueling stations will be located at motorway service areas, logistic warehouses, ports, etc.
- Will be defined the selected refueling areas along the motorways, starting from the Northern Italian Regions as far as the Po Valley and logistic hubs and the main highways along the peninsula.
- A public tender will be issued for the licence holders of the oil services along the highways and the main logistic hubs for transport to have granted funding to build and operate the refueling stations, provided they are supplied by green hydrogen produced from RES. All the licence holders will be allowed to participate.
- A simplified authorization procedure will accelerate the installation
- Public support may cover costs for the construction of the refuelling infrastructure, as well as additional necessary costs for its deployment.

## Investment 3.4: Hydrogen testing for railway mobility

0.3 BLN

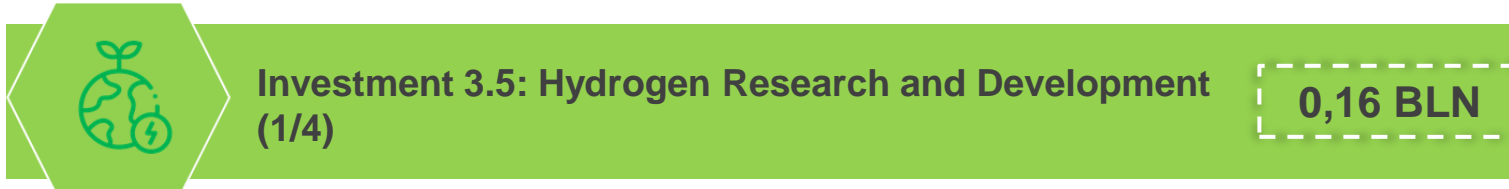
Funds are set to support the conversion of diesel railway locomotive to hydrogen.

- Projects under evaluation are located in the following regions:
  - » Lombardia; Umbria; Puglia; Sardegna; Calabria; Basilicata; Sicilia
- For some projects, feasibility studies have been carried out with reference to railway facilities, infrastructures for local hydrogen generation, storage and distribution of hydrogen, and new trains.
- Two projects have been already considered where pre-feasibility studies are completed with reference to railway facilities and infrastructure for local hydrogen generation and storage.
- A call of proposal will be issued to evaluate the best initiatives based on cost benefit analysis.

» The implementation period for the full realisation of the hydrogen facilities and the trains is estimated to be 5 years (2022-2026)



# FOCUS HYDROGEN R&D



# REFORMS SUPPORTING THE HYDROGEN SECTOR



## REFORMS

### Reform 3.1

#### Administrative simplification and reduction of regulatory barriers to hydrogen deployment

The reform aims to issue technical safety regulations on production, transport, as well as for the storage and use of hydrogen. At the same time, the authorisation procedures will be streamlined and simplified for small scale installation of hydrogen production facilities and for the installation of refuelling station of H2 along the main highways.

- » Issue of technical safety regulations on production, transport, storage and use of hydrogen.
- » Administrative simplification for the construction of small-scale green H2 production plants. A one stop shop procedure will be established to have granted the authorisation to build and operate the construction.
- » Regulation of the participation of hydrogen production plants in network services. The Energy Regulator (ARERA) will be tasked to issue a specific regulatory measure upon consultation of the stakeholders.
- » System of guarantees of origin for renewable hydrogen in order to give price signals to consumers. The Energy Regulator (ARERA) and GSE will be tasked to issue a specific regulatory measure upon consultation of the stakeholders.
- » Measure to allow realization of hydrogen refueling stations at motorway service areas, logistic warehouses, ports, etc. Definition of selected refueling areas along the motorways.

### Reform 3.2

#### Measures to promote hydrogen competitiveness

The reform aims to stimulate the production and utilization of hydrogen leveraging on direct and/or indirect financial tools

- » Tax measures: consideration of the positive effects of green hydrogen on the climate and environment by means of a green taxation, with favourable conditions for the production and/or utilisation of hydrogen, in line with EU rules about taxation. The measure needs to be discussed in detail with the Ministry of Economy and Finance, in the framework of the general review of taxation of energy products and of inefficient fossil fuel subsidies.
- » Measures to promote the consumption of green hydrogen in the transport sector through the transposition of the European Directive RED II. The Government will be granted a specific delegation by the Italian Parliament to implement the RED II Directive whose deadline will expire on June 2021. The Ministry of Ecological Transition has already established a Working Group with other Ministries involved and with the Regions to draft a preliminary text for the implementation of the Directive.
- » The implementation period is Q2 2022.

# FOCUS SUSTAINABLE LOCAL TRANSPORT (1/2)



## Investment 4.1: Investment in soft mobility (National Plan of Cycle Path)

0.6 BLN

Funds are set to **promote the use of zero emission vehicles for individual private transport and to encourage passenger intramodality involving the use of bicycles and public transport services.**

- Realization of new cycle path:
  - » 565km (estimated) of urban and metropolitan cycle paths (€ 200 mln)
  - » 1,235 km (estimated) of tourist cycle paths (€400 mln)
- Investments in national cycling paths include projects developed mainly in rural areas:
  - » 732 km – Ciclovía Vento (from Venice to Turin)
  - » 392 km – Ciclovía Sole (from Verona to Florence)
  - » 44 km – Ciclovía Grab (cycle ring within the city of Rome)
  - » 537 km – Ciclovía dell'acquedotto ( from Caposele to S.M.di Leuca)
  - » 1109 km – Ciclovía adriatica (from Venice to the Gargano area)
  - » 560 km – Ciclovía Tirrenica (from Ventimiglia to Rome)
  - » 140 km – Ciclovía del Garda (cycle ring of the Lago di Garda)
  - » 1134 km – Ciclovía della Sardegna (cycle ring of Sardinia island)
  - » 1110 km – Ciclovía della Magna Grecia (from Lagonegro to Pozzallo)
  - » 150 km – Ciclovía Trieste – Venezia (from Trieste to Venice)

The interventions will last 6 years, from 2021 to 2026. The cycle paths activation is progressive.



## Investment 4.2: Development of rapid mass transport system

3.60 BLN

Funds are set to promote sustainable mobility planning in urban areas, achieved through modal shift incentive policies, promotion of intermodality and the construction of new infrastructures. Mainly:

- » Construction of new lines and extension of existing lines of rapid mass transport systems
- » Enhancement of existing rapid mass transport system by upgrading the infrastructure, plant and equipment with the aim of increasing the offered capacity:
- » Increase of vehicle fleets of rapid mass transport systems aimed at improving the offered capacity.
- Approximately 240 km of network equipped for rapid mass transport corridors systems will be built and/or enhanced. This accounts for:
  - » the implementation of over 85 km of tramway, including rolling stock;
  - » the implementation of over 120 km of trolleybus or bus rapid transit systems, including vehicles;
  - » the implementation of 15 km of cableway, including cableway cars;
  - » the implementation of 11 km of metropolitan systems.
- The interventions included in this measure come from two distinct calls for expressions of interest.





# FOCUS SUSTAINABLE LOCAL TRANSPORT (2/2)



## Investment 4.3: Charging infrastructure

0.75 BLN

Funds are set to the objective of this intervention within the RRF is to support the development of the following points:

- » 7,500 fast public charging infrastructure points on freeways;
- » 13,755 fast public charging infrastructure points on urban centers;
- » 100 experimental charging stations connected to storage
- Italy's overall objective (necessary to cover the energy needs required by electric vehicles estimated by 2030) is over 3 million recharging infrastructures, even if the measure, as mentioned above, focuses on fast and ultrafast ones installed on fuel refueling areas.
- These are investments in infrastructures for public use, for which the aid granted for construction is considered admissible, to a greater extent in the case of storage systems and connection to the electricity grid.
- The construction of the recharging points makes it possible to transform approximately 4,893 conventional fuel distribution plants out of the existing 22,000: 2,500 for freeway, 2,293 for city, 100 for the experimental measure with storage.

## Investment 4.4: Renewal of local public transport fleet

3.64 BLN

Funds are set to support projects for:

### 1. Renewal of the regional public transport **bus fleet** with clean fuels vehicles (2,415 bln)

- » The goal of this measure is to achieve a reduction of 66% in 2026 of GHG emissions from renewal of about the 10% of the existing bus fleet.
- » Purchasing new buses and constructing an adequate charging infrastructure.
- » It is estimated the renewal of about 3,000 electric and H2 powered busses by 2026.
- » Resources are assigned to local entities according to the national legislative decree.

### 2. Renewal of the regional public transport **railway fleet** with clean fuels trains and universal service

- » The goal is to replace 53 trains with with hydrogen and electric trains.
- » A renewal of the fleet is planned also through the purchase of 100 Day coaches for south regions.
- » The purchasing plan is developed over a period of 6 years, from 2021 to 2026.

### 3. Renewal fleet for the **National fire brigade command** (0,42 bln)

- » electric vehicles and related charging systems & gas powered vehicles (200 airport vehicles and 3600 vehicles and realization of 875 charging stations).
- » Priority will be given to primary urban nodes & there will be 301 fire brigade stations in the Southern Regions involved in the electric charging investment
- » The measure will take 4 years from 2022 to 2026.



# REFORMS SUPPORTING THE RE SECTOR



## REFORMS

### Reform 4.1

#### **Smarter procedures for project evaluation in the local public transport systems sector with fixed installations and in the rapid mass transport sector**

The reform aims at making the procedures mentioned above more efficient by eliminating duplication of competences within the same Administration and accelerating the payment processes and timing of interventions in the public transport systems. It is necessary to support the entire supply chain by guaranteeing immediate adequate liquidity to beneficiaries to boost the sector by speeding up the procedure for payment of grants by using a digitalised system to verify the progressive execution of interventions eligible for funding.

- » Duplication of responsibility for project evaluation in the local public transport systems: A dedicated regulation will provide concrete responsibility allocations and project approval roadmap in line with the objectives of the Simplification Decree.
- » Simplification of the payment procedure: the measure consists in preparing, for each of the interventions eligible for a grant, a data form that must be filled in by the Single Proceedings Manager and the Manager of the beneficiary body, for the progressive disbursement of the grant.
- » A transversal reform to simplify public procurement is also planned.
- » Target population: local Administrations acting as promoters of projects involving local public transport system projects with fixed installations. The procedure related to the payments acceleration refers to institutional bodies (Regions, Municipalities), local public transport service companies or subsidiary companies of institutional bodies.
- » The measure in question will be proposed as part of one of the forthcoming regulatory measures.

## FOCUS INTERNATIONAL, INDUSTRIAL AND R&D DEVELOPMENT LEADERSHIP IN THE MAIN SECTOR OF THE TRANSITION



### Investment 5.1: Renewables and batteries

1.00 BLN

Funds are set to support projects focused on restoring the necessary European supply-chain, by set up a national chain in photovoltaic and wind industry, also sustaining battery sector.

- Italy aims to become a pivot in the PV market and in the wind turbine market for the entire area thanks to its strategic position.
- An ex. of implementation of a national supply chain in PV and batteries are the projects “Midsummer”, an industrial plant for the production of flexible panels in south of Italy, and “Gigafactory”, a production of new high efficiency PV panels based on an innovative cell concept called TANGO .
- The resources will be granted with the Development contract, managed by Invitalia, and the facilities provided are essentially of two types, a non-repayable grant and/or a subsidized loan, and are granted within the limits of the maximum aid intensities envisaged by the relevant legislation in relation to specific investment projects.

The estimated cost related to the RRF contribution is made equal to € 1 billion, of which:

- » Euro 400,000,000 for PV sector;
- » Euro 100,000,000 for wind power sector;
- » Euro 500,000,000 for battery sector.

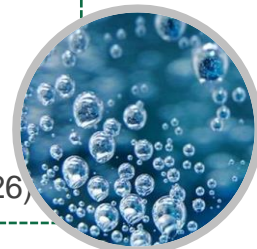


### Investment 5.2: Hydrogen

0.45 BLN

Funds are set for the creation of a national supply chain based on the potential user basin, economic impact in terms of employment and social growth, specialized jobs (technical, contribute to the decarbonisation of the economy), reduction of dependence on oil, reduction of energy imports, spillover of new specialized companies, projection on international markets, creation of turnkey service formulas for the the industrial sector

- The implementation is foreseen articulated on the following main steps:
  - » Creation of IP and development of high-tech investment projects with related technology (consolidation of existing capabilities and acquisition of missing technologies)
  - » Creation of new plants and production lines
  - » Development of a local supply chain
  - » Start of the production and commissioning phases
  - » Parallel to know-how, improvement and development
- Suitable incentive tools: the Agreements for innovation, the Development Contract & the Development Agreement.
- The implementation period is estimated to be 5 years (2022-2026),



## FOCUS INTERNATIONAL, INDUSTRIAL AND R&D DEVELOPMENT LEADERSHIP IN THE MAIN SECTOR OF THE TRANSITION



### Investment 5.3: Electric buses

0.3 BLN

Funds are set to promote the technological transformation - towards higher environmental and energy efficiency and smarter solutions - for the bus , supply chain

- The intervention include investments for the technological transformation of the bus production chain.
- These measures can activate over 650 million € of investments for about 45 projects (about 30 Development Contracts involving generally more than one manufacturer), each project having an estimated average cost of about 15 million €.
- Development contract acts as an instrument to support the bus production chain as it finances strategic and innovative large-scale production investment programmes.
- The beneficiaries of the busses supply chain measure are EU companies that submit an investment programme, through a proposing company, which promotes the initiative and the subjects that carry out research, development and innovation projects.

The implementation of the busses supply chain measure will last 7 years (from 2021 to 2026)



### Investment 5.4: Support to start-ups and venture capital active in the ecological transition

0.45 BLN

Funds are set to further encourage and stimulate the growth of the Italian innovation ecosystem, with a particular focus on green transition and related sectors, through indirect and direct venture capital investments.

- Dedicated “Green Transition Fund” with an investment strategy reflecting the sectorial focus as well as the whole range of development stages.
- A 5-year investment period and subsequent 5-year portfolio management period, would invest in relevant VC funds, startups & incubation/acceleration programs, alongside top VC managers and system actors.
- The GTF would be managed by CDP VC.
- 4 main lines of action have been defined:
  1. Indirect investments in VC funds: 100€M to strengthen existing VC investment Fund of Funds platforms and finance new and existing VC managers with a relevant sectoral focus and expertise.
  2. Indirect investments in pre-seed and seed startup stages: 50€M to expand the capital available to researchers and startups.
  3. Direct investments in early and growth stage startup: 50€M to strengthen the action of active VC funds.
  4. Venture building investments: 50€M to develop new and innovative ventures in partnership with corporates.



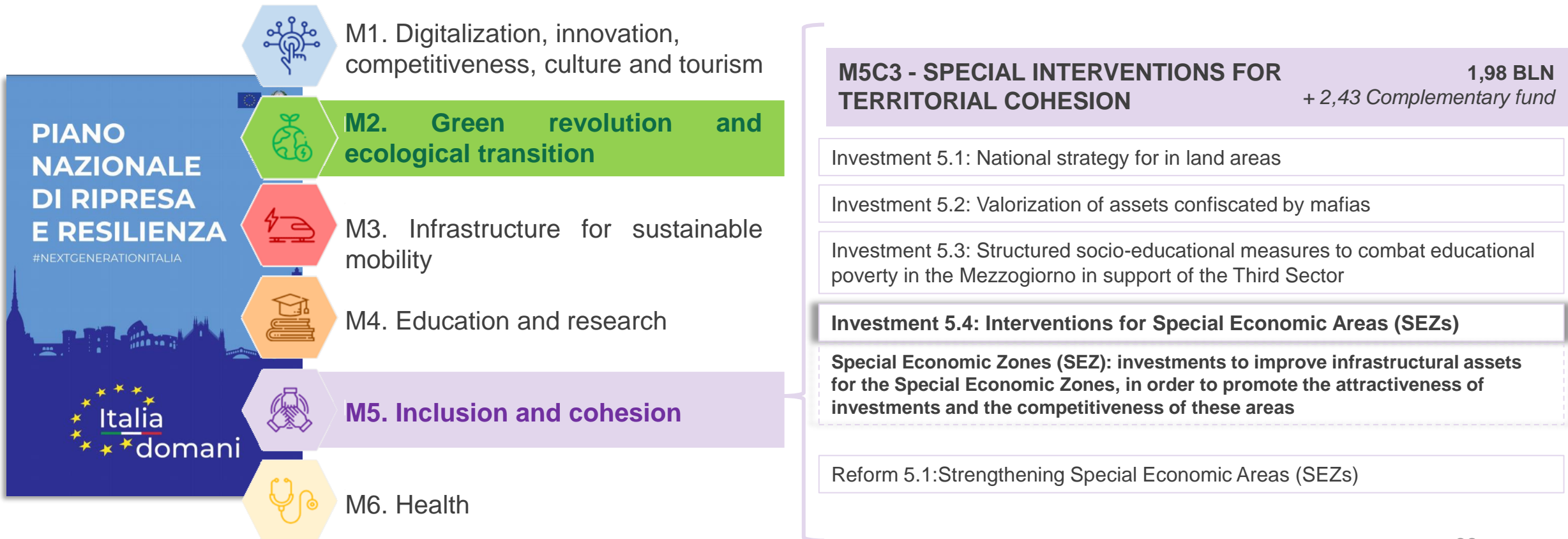
# WHAT ARE WE LOOKING FOR

	CIRCULAR ECONOMY	AGRI-FOOD		RENEWABLE ENERGY SOURCES		HYDROGEN	SUSTAINABLE LOCAL TRANSPORT
KEY OPERATORS	Waste management Specialists	Logistics Operators	Sustainable Energy Operators	Energy companies	Sustainable Biogas operators & biomethane-powered vehicles manufacturers/ distributors	Hydrogen companies	Hydrogen/EV train or bus producers
POSSIBLE INVESTMENT PROJECTS	<p>Modernization or construction of new plants for waste treatment, recycling and transformation, embracing waste-to-value processes and strategies. In particular regarding Flagship Sectors:</p> <ul style="list-style-type: none"> <li>• <i>Textile waste;</i></li> <li>• <i>Waste Electrical and Electronic Equipment</i></li> <li>• <i>Plastic including Marine Plastic Litter;</i></li> <li>• <i>Paper and paperboard</i></li> </ul>	<p>Investments for logistics solutions aimed at reducing gaps in the value chain, as well as F&amp;B products transportation and storage with particular attention to the correct maintenance of the cold chain.</p>	<p>Creation of an Agri-PV park, i.e. providing and installing PV panels over the roofs of buildings for productive use in the agricultural, livestock and agro-industrial sectors.</p>	<ul style="list-style-type: none"> <li>• Integrated projects that combine different type of technologies (including innovative) reusing existing infrastructure such as ports, freight villages, former industrial parks,, et.</li> <li>• R&amp;D of innovative technologies related to RES</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction and management of biomethane plants to treat and transform organic residues (urban and agro-industrial)</li> <li>▪ Manufacture and distribution of biomethane-powered vehicles, in particular tractors.</li> </ul>	<ul style="list-style-type: none"> <li>• Hydrogen valleys (1/5 MW)</li> <li>• Hydrogen R&amp;D</li> </ul>	<ul style="list-style-type: none"> <li>• Investments for the production or maintenance centre of EV or H2 trains.</li> <li>• Investments for the creation of maintenance centres of EV or H2 buses (or other vehicles) in partnership with Italian companies.</li> </ul>

# THE NEW ECO-INDUSTRIAL PARK

## TOWARDS AN ECO-INDUSTRIAL PARK IN TARANTO

### A STRATEGIC PROJECT FROM THE NATIONAL RRF



# THE NEW ECO-INDUSTRIAL PARK

## TOWARDS AN ECO-INDUSTRIAL PARK IN TARANTO



### INVESTMENT 5.4: INTERVENTIONS FOR SPECIAL ECONOMIC AREAS (SEZS)

630 MLN

Selected projects aim at fostering competitiveness and economic development in the SEZs through the construction of primary urbanization works and the connection of these areas to the road and railway networks.



Strategic interventions

"Last mile" link: to establish effective connections between industrial areas and the TEN-T railway network

OR

Digital logistics and energy and environmental efficiency works

OR

**Strengthening resilience and security of the infrastructure in relation to access to ports.**



Focus on SEZ  
Ionian Interregional Apulia Region  
Basilicata Region

Projects located in the Taranto harbours and in the ASI of Brindisi, Taranto, Potenza and Matera

Region	Area	Project	Requirement
Puglia	Industrial Area Brindisi	Areas acquisition and factories construction, completion and efficiency of service networks (lighting, water, sewage, road); <b>creation of a circular economy competence centre</b> ; refreshment centre; energy efficiency of the consortium office building.	8,6 MLN
	Taranto Port [Project Eco-Industrial Park]	<b>Primary infrastructure and road rail accessibility of the "eco industrial park" area (part of ilva)</b>	<b>50 MLN</b>

# THE NEW ECO-INDUSTRIAL PARK

## TOWARDS AN ECO-INDUSTRIAL PARK IN TARANTO



**Taranto Eco Industrial Park**




MAR IONIO



ARSENALE M.M.





-  Taranto-Grottaglie Airport: 25 km
-  Brindisi Airport: 75 km
-  Bari-Palese Airport: 90 km
-  Taranto Train station: 1.5 km
-  Highway: 15 km

## INVESTMENT OPPORTUNITY: **ECO-INDUSTRIAL PARK**

The new **Eco-industrial Park** project is a greenfield investment for the creation of the Eco-industrial and logistics hub, based on the Circular Economy approach (focused on circular real estate, logistics, green mobility, waste management/recycling and biogas for power generation).

The eco industrial park aims at attracting potential partners in different businesses: investors in power generation, industrial and logistics real estate developers, manufacturer and distributors in the field of green mobility. **The Eco-industrial Park project will be developed with the capitals of such private investors, within the framework of a PPP initiative by a port concession agreement. Foreign companies can send an expression of interest to the Port Authority.**

The project partners will cooperate in order to attract specific businesses, such as distribution centers, e-commerce logistics, light industrial and assembly activities respecting the essential principles of the circular economy. The new eco industrial park can host warehouses and offices up to 170,000 covered square meters for the fully integrated management of goods distribution, based on advanced technologies.

The development project represents an **excellent opportunity for investors and companies interested in Southern Europe** due to its proximity to the port of Taranto, within the area included in one of Italy's Special Economic Zones, offering tax benefits and administrative advantages.



**Taranto Eco-industrial Park** is the new greenfield opportunity for foreign companies willing to invest in the natural expansion area of Taranto Port, **where real estate, logistics and power generation match the concepts of Circular Economy.**

Companies can gain a competitive advantage through the physical exchange of materials, energy, by-products and services, thereby fostering inclusive and sustainable development.

Boosted by the presence and the traffic of one the most important industrial port in the Med area, the Eco-industrial Park investment will be driven by 5 pillars.



# POTENTIAL INVESTORS FOR THE ECO-INDUSTRIAL PARK



## Industrial Real Estate Developers

Specialized Industrial Real Estate Developers able to carry out the construction - *under circular economy principles* – of:

- » *proper treatment/recycling plants facilities and/or warehouses aimed at the storage, treatment and transformation of waste and other materials.*
- » *innovative treatment/recycling plants addressing PADs, wastewater sludge, leather waste, textile waste*



## Logistics Operators

Specialized logistics operators able to correctly perform separate waste collection, in particular regarding:

- » *Organic waste*
- » *Multi-material*
- » *Glass*
- » *Paper packaging*
- » *Leather waste*
- » *Textile waste*
- » *Waste Electrical and Electronic Equipment*
- » *Plastic including Marine Plastic Litter*
- » *Paper and paperboard*



## Waste management Specialists

Waste management operators specialized in waste treatment, recycling and transformation, embracing waste-to-value processes and strategies. In particular regarding:

- » *Organic waste*
- » *Multi-material*
- » *Glass*
- » *Paper packaging*
- » *Leather waste*
- » *Textile waste*
- » *Waste Electrical and Electronic Equipment*
- » *Plastic including Marine Plastic Litter*
- » *Paper and paperboard*



## Sustainable Energy and Biogas operators

Energy and biogas operators, able to maximize energy recovery, cogeneration and storage.

In particular:

- » *Construction and management of biomethane plants to treat and transform organic residues (urban and agro-industrial)*
- » *Creation of ground-mounted PV and Agri-PV parks.*



## Manufacturers or distributors of “sustainable vehicles” and related infrastructure

Manufacturers or distributors of biomethane-powered vehicles and Electric vehicles, as well as operators able to implement the required infrastructure for charging/fueling and related maintenance.

Such vehicles include:

- » **Tractors** (*agricultural activities*)
- » **Trucks, vans and trains** (*for logistics purposes including freight and other materials (waste) transportation*)
- » **Cars, buses, motorcycles and bikes** (*also for tourism purposes*)

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# Contact Us

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