

Stefano Messina of AssArmatori calls for more funds for the energy renewal of the national armament

Byadmin

February 3, 2021



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If the objectives of a "Green Revolution" and an "Energy Transition" are to be achieved, as explicitly requested by the Next Generation EU project, decisive interventions are needed to favor the renewal of the fleets engaged in the maritime transport of goods and passengers. This is what was reiterated today by Stefano Messina, President of ASSARMATORI, member of Confrtrasporto-Conffcommercio, during the hearing organized by the IX Commission (Transport) of the Chamber, on the National Recovery and Resilience Plan "(PNRR).

"In the final version of the Plan – Messina recalled – the € 2 billion postage for aid for the renewal of the fleets engaged in the cabotage routes and connections with the smaller and larger islands was totally canceled, while the funding for the National Plan remained of Cold-Ironing, or the so-called electrification of the docks ".

"In its current drafting, the Plan provides that a significant part of the available resources will be destined for the electrification of 41 ports, of which 39 on the TEN-T network (approximately 950 million euro). But regardless of the observation that the resources put in place for the infrastructure of ports may be insufficient to carry out such an ambitious program, we believe that the energy transition of fleets (a measure considered admissible by the EU) must in any case be remitted. at the

center of the program. If we want to talk about Cold-Ironing it is necessary, on the one hand, to finance only initiatives in ports with regular ferry lines that are located in places with a high intensity of population and passenger movement, only in this way can a virtuous policy of protection of the 'environment. On the other hand, interventions in ports and on ships must be supported at the same time, possibly linking the financing of the latter to maintaining the line with the port or ports concerned ".