



FINAL IMPLEMENTATION REPORT

(D.T 2.8.5)

Italy

*6th
December
2018*

A. Overall Pilot Approach

a. Pilot Phase Summary

The pilot action in Italy focuses on the identification of modal shift potentials and benefits for the selected chemical companies taking part to ChemMultimodal project, and in particular to the pilot phase, on a voluntary basis.

For this reason, the Italian approach has been characterized since the beginning as oriented to involve companies in the project activities using all the possible ways to get useful information to work on and build up the pilot phase as outlined below:

1. During summer 2017, face to face meetings and phone calls were held with chemical and logistic companies to start collecting information on logistics of the analysed chemical sites;
2. On the basis of the feed-back collected through the dialogue with companies' logistic managers, it was possible to prepare a "Survey data sheet" useful to collect data and information to start the preliminary analysis: routes, flows of goods in/out, current ways of transport, spread of relevant costs, delivering time, reliability, weaknesses and strengths;
3. Kick-off meeting held on December the 4th, 2017 with the aim to spread ChemMultimodal project and to reach the biggest possible number of chemical and logistic companies. About 80 people attended the meeting;
4. On the basis of data collected, Sviluppo Chimica and the Province of Novara made use of the elaborated Toolbox to make a "preliminary analysis" of modal shift feasibility;
5. "Pilot of the Pilot": on 17th and 18th January 2018, at Sviluppo Chimica premises, a roadshow meeting was held gathering Nuova Solmine spa and some carriers and LSPs like Getras, CEMAT-Mercitalia, Chemoil Logistics, Captrain, DB Cargo;
6. On the basis of the previous experience, Sviluppo Chimica and the Province of Novara decided to organize the "Mid-term Pilot Workshop" held March the 5th, 2018 as a sequence of bilateral talks among the remaining 5 chemical companies and the transport companies and LSPs available to take part to the Pilot project. These kind of road-show should offer in the upcoming future multimodal solutions for the identified routes;
7. The last Pilot Workshop Meeting was held on the 3rd of July, 2018 in Milan, on the occasion of Federchimica Logistics Conference to start analysing the results of the Pilot.



6 Chemical Companies and 9 LSPs have been involved in the Project. 10 Routes have been analysed and a total of 26 modal shift offers were delivered to the companies. Actually only 5 offers have the real potential to be implemented, even if some issues still need to be tackled. The other offers unfortunately were not competitive for many reasons that will be analysed in the following chapters. The Pilot phase was really useful for us because it allowed to highlight with real cases and not only from a theoretical point of view the obstacles that don't allow the modal shift.

b. Pilot Phase Impact

The sites of the Chemical Companies involved in the pilot project are situated in the North-West part of Italy, not only in the Province of Novara.

Since the beginning, it was clear that the modal shift potentials of the 6 involved Chemical Companies that could be achieved during the Pilots couldn't impact significantly on the overall modal shift percentage. Nevertheless, it was very important to go on with the testing activities.

We decided to choose the routes for the modal shift focusing on two aspect: volumes and hazardous of the goods transported, in order to generate high benefits to area in terms on safety and environment. In this way, one of the first evidences was that the involved companies already exploited the full potential of multimodality offered at competitive conditions. For some companies, multimodality already covers more than 80% of their total transport volumes. As a result of this consideration the remaining modal shift potential were very challenging for many aspects, e.g. costs, delivery time, infrastructures, special equipment, type of goods and so on.

As we will suggest in details during the conclusions and in the next steps of ChemMultimodal Project, to improve the multimodal transport in the North-West of Italy it is necessary to significantly increase the offer of multimodality (also enhancing and improving infrastructure) in order to make it more competitive in comparison with road-only solutions.



B. Participating companies

| Name of company | Profile) | SME or large enterprise | Location (subject to pilot) |
|----------------------------|----------|-------------------------|--|
| BASF | Products | Large enterprise | <ul style="list-style-type: none"> Fino Mornasco (IT) - Vienna (AT) |
| Lamberti | Products | Large enterprise | <ul style="list-style-type: none"> Albizzate (IT) - Onda (ES) |
| Mapei | Products | Large enterprise | <ul style="list-style-type: none"> Mediglia (IT) - Kiev (UA) Mediglia (IT) - Sagstua (NO) Mediglia (IT) - Apeldorn (NL) Genova (IT) - Villadossola (IT) Mediglia (IT) - Latina (IT) |
| Nuova Solmine | Products | Large enterprise | <ul style="list-style-type: none"> Scarlino (IT) - Sannazzaro dei Burgondi (IT) |
| Radici | Products | Large enterprise | <ul style="list-style-type: none"> Novara (IT) - Huesca (ES) |
| SIAD | Products | Large enterprise | <ul style="list-style-type: none"> Bergamo (IT) - Ludwigshafen (DE) |
| Captrain | Services | Large enterprise | <ul style="list-style-type: none"> Fino Mornasco (IT) - Vienna (AT) Scarlino (IT) - Sannazzaro dei Burgondi (IT) |
| Chemoil | Services | Large enterprise | <ul style="list-style-type: none"> Scarlino (IT) - Sannazzaro dei Burgondi (IT) |
| DB Cargo | Services | Large enterprise | <ul style="list-style-type: none"> Scarlino (IT) - Sannazzaro dei Burgondi (IT) Mediglia (IT) - Apeldorn (NL) Mediglia (IT) - Sagstua (NO) Genova (IT) - Villadossola (IT) Bergamo (IT) - Ludwigshafen (DE) |
| Den Hartogh | Services | Large enterprise | <ul style="list-style-type: none"> Fino Mornasco (IT) - Vienna (AT) |
| Hoyer | Services | Large enterprise | <ul style="list-style-type: none"> Fino Mornasco (IT) - Vienna (AT) Novara (IT) - Huesca (ES) Bergamo (IT) - Ludwigshafen (DE) |
| Mercitalia Rail Intermodal | Services | Large enterprise | <ul style="list-style-type: none"> Mediglia (IT) - Apeldorn (NL) Mediglia (IT) - Latina (IT) Mediglia (IT) - Sagstua (NO) Albizzate (IT) - Onda (ES) Scarlino (IT) - Sannazzaro dei Burgondi (IT) Bergamo (IT) - Ludwigshafen (DE) |
| Rail Cargo Italia | Services | Large enterprise | <ul style="list-style-type: none"> Fino Mornasco (IT) - Vienna (AT) Mediglia (IT) - Kiev (UA) |



| | | | |
|--------------|----------|-----|--|
| | | | <ul style="list-style-type: none"> • Mediglia (IT) - Sagstua (NO) • Bergamo (IT) - Ludwigshafen (DE) |
| Trans Italia | Services | SME | <ul style="list-style-type: none"> • Albizzate (IT) - Onda (ES) • Novara (IT) - Huesca (ES) |
| Transmec | Services | SME | <ul style="list-style-type: none"> • Fino Mornasco (IT) - Vienna (AT) |

C. Transport routes addressed

| # | GENERAL DATA | | | BEFORE PILOT LAUNCH | | | |
|---|---|--|--------------------------------|---|--------------------------------|--|-------------------------------------|
| | Chemical company addressed | Shipped materials or goods | Quantity (estimate; per month) | Logistic service provider(s) | Transport distance and mode(s) | Modal split (in %) | CO2 emitted (per month; calculated) |
| 1 | BASF Fino Mornasco (IT) - Vienna (AT) | NON ADR bulk liquid | 850 ton | Captrain Den Hartogh Hoyer Rail Cargo Italia Transmec | 866 km Road only | 100% Road | 46.02 tons of CO ₂ |
| 2 | Lamberti Albizzate (IT) - Onda (ES) | Packed goods, only 5% ADR | 240 ton | Trans Italia Mercitalia Rail Intermodal | 1294 km | 100% Road | 19.47 tons of CO ₂ |
| 3 | Mapei Mediglia (IT) - Kiev (UA) | Packed goods both ADR (Class 3) and NON ADR. | 160 tons | Rail Cargo Italia | 2061 km | 100% road | 20.48 tons of CO ₂ |
| 4 | Mapei Mediglia (IT) - Sagstua (NO) | Packed goods both ADR (Class 3) and NON ADR. | 160 tons | Rail Cargo Italia Mercitalia Rail Intermodal DB Cargo | 2141 km | 210 km by road 1319 km by train 745 km by Short shipping sea | 8.64 tons of CO ₂ |
| 5 | Mapei Mediglia (IT) - Apeldorn (NL) | Packed goods both ADR (Class 3) and NON ADR. | ~ 3000 tons | DB Cargo Mercitalia Rail Intermodal | 1034 km | 100% Road | 191.27 tons of CO ₂ |



ChemMultimodal

| | | | | | | | |
|----|---|--|------------|---|---------|------------|----------------------------------|
| 6 | Mapei Genova (IT) - Villadossola (IT) | Packed goods both ADR (Class 3) and NON ADR. | ~3000 tons | DB Cargo | 243 km | 100% Road | 45 tons of CO ₂ |
| 7 | Mapei Mediglia (IT) - Latina (IT) | Packed goods both ADR (Class 3) and NON ADR. | ~1700 tons | Mercitalia Rail Intermodal | 641 km | 100% Road | 69.6 tons of CO ₂ |
| 8 | Nuova Solmine Scarlino (IT) - Sannazzaro dei Burgondi (IT) | ADR bulk liquid | 2500 tons | Captrain Chemoil DB Cargo Mercitalia Rail Intermodal | 365 km | 100 % Road | 56.8 tons of CO ₂ |
| 9 | Radici Novara (IT) - Huesca (ES) | Packed goods NON ADR | 50 tons | Hoyer Mercitalia Rail Intermodal Trans Italia | 1201 km | 100% Road | 3.72 tons of CO ₂ |
| 10 | SIAD Bergamo (IT) - Ludwigshafen (DE) | Bulk gas ADR | 480 tons | DB Cargo Hoyer Mercitalia Rail Intermodal Rail Cargo Italia | 635 km | 100% road | 18.96 tons of CO ₂ |



D. Planned and Realized Multimodal Shifts

| # | Number of small face-to-face meetings | ANTICIPATED OR REAL SITUATION AFTER PILOT PHASE | | | | CHANGE |
|---|---------------------------------------|---|--------------------------------|---------------------------|---|---|
| | | Logistic service provider(s) | Transport distance and mode(s) | Modal split (in %) | CO ₂ emitted (per month; calculated) | CO ₂ reduction (anticipated or real) |
| 1 | 7 | None of the LSPs involved was able to find a MM solution. | Road :866 km | Road 100% | 46.02 tons of CO ₂ | - |
| 2 | 4 | Trans Italia | Road: 257 km Sea: 930 | Road: 21,6% Sea: 78,4% | 19.47 tons of CO ₂ | 11.99 tons of CO ₂ per months (-61.5%) |
| 3 | 6 | DB Cargo | Rail: 243 km | Rail 100% | 45 tons of CO ₂ | 29 tons of CO ₂ per months (-64%) |
| 4 | 6 | Mercitalia Rail Intemrodal | Road: 63 km Rail: 630 km | Road: 9% Rail: 91% | 69.6 tons of CO ₂ | 38.4 tons of CO ₂ per months (-55%) |
| 5 | 6 | Captrain Chemoil DB Cargo | Road: 3 km Rail: 362 km | Road:1% Rail:99% | 56.8 tons of CO ₂ | 37.5 tons of CO ₂ per months (-66%) |



Route #1: BASF: Fino Mornasco (IT) - Vienna (AT)

The multimodality potential was not exploited for the following reasons:

- Captrain: they could perform the multimodal transport from Milano to Vienna, but they don't have the necessary rail permissions.
- Den Hartogh: they decline to make any offer for own commercial reason/policy;
- Hoyer: they introduced an offer concerning an intermodal shift, but transit time was too long (4 days);
- Rail Cargo Italia: there isn't a rail connection inside the departing location nor the destination plant, so the cost of a train solution would be too high, and consequently they refused to make an offer;
- Transmec: they explained their difficulty because their route should pass through an hub in Germany so the transit time and the costs would be not competitive. According to them there is no rail cargo route connecting directly Milano to Vienna.

Moreover, the product has specific physical characteristics so that its temperature cannot decrease under a certain limit during the transport. If it should happen, the product must be warmed up before the unloading using hot water at a certain temperature, and no other mean. So, the transit time must be quick enough to avoid the warming up, and if it is too long (more than 2 days) the unloading time will significantly increase, and its cost too.

Result of the Pilot (by 06 December 2018)

X proposed transport reorganisation discarded because found solutions are not competitive

(Un)Success Factors

In this case the product specificity and needs prevents the shift from road to multimodal. Also the lack of direct connection between Milano and Vienna would increase the transit time and cost in a non-competitive way.

Use of Tool-Box

| Tool-Box Element | Who used this tool-box element? | How was the element evaluated? |
|-----------------------------|---------------------------------|--------------------------------|
| IT-Visualization | project representatives | somewhat useful |
| Consulting services | project representatives | very useful |
| Planning Guideline | project representatives | not useful |
| CO ₂ -Calculator | project representatives | useful |



Route #2: Lamberti: Albizzate (IT) - Onda (ES)

Multimodality was implemented in 3 steps:

- First step by road between Albizzate and Genova (188 km)
- Second step Genova - Valencia by Ro-Ro ferry (~930 km)
- Third step by road from Valencia to Onda (69 km)

The total emission of the new multimodal trip is 7.48 tons of CO₂ per months, with a saving of 11.99 tons of CO₂ per months (-61.5%).

The toolbox was used during the meeting between Chemical Company and LSP to support the discussion.

These saving potential was tested in a pilot multimodal trip, but a problem arose because Grimaldi company (Italian ship owner) is transferring its route from Valencia to Sagunto (30 km far from Valencia) causing an increase of the transit-time. This ship owner decision will only delay the start of using multimodality from Italy to Spain.

Result of the Pilot (by 06 December 2018)

X proposed transport reorganisation effectively approved

After 3 test under real-life conditions the modal shift is actual in place. All 240 ton per month has been shifted.

Success Factors

The possibility to increase the volume of the route drove the Chemical Company to the multimodality. In fact with this solution they can load up to 44 t, instead of the 40 t allowed by international road transport rules.

Use of Tool-Box

| Tool-Box Element | Who used this tool-box element? | How was the element evaluated? |
|-----------------------------|---------------------------------|--------------------------------|
| IT-Visualization | project representatives | somewhat useful |
| Consulting services | project representatives | very useful |
| Planning Guideline | project representatives | not useful |
| CO ₂ -Calculator | project representatives | useful |



Route #3: Mapei: Genova (IT) - Villadossola (IT)

Mapei and DB Cargo are discussing about the actual implementation of rail transport modality directly from Genova harbour to Villadossola plant, that has an internal rail connection. This modal shift could save about 29 tons of CO₂ per months (-64%).

The toolbox was used during the meeting between Chemical Company and LSP to support the discussion.

The environmental advantages offered by multimodal solution are evident and extremely interesting; the critical point is the economic value of the proposal to be compared with the truck only costs.

Result of the Pilot (by 06 December 2018)

X proposed transport reorganisation under evaluation by company decision-makers

Success Factors

Chemical Company site has an internal track, so modal shift is easier. The biggest barrier is provided by the economical issues.

Use of Tool-Box

| Tool-Box Element | Who used this tool-box element? | How was the element evaluated? |
|-----------------------------|---------------------------------|--------------------------------|
| IT-Visualization | project representatives | somewhat useful |
| Consulting services | project representatives | very useful |
| Planning Guideline | project representatives | not useful |
| CO ₂ -Calculator | project representatives | useful |



Route #4: Mapei: Mediglia (IT) - Latina (IT)

Mapei and Mercitalia Rail Intermodal are discussing about the transfer to multimodality. The multimodal route will be:

- Mediglia - Melzo by truck (20 km)
- Melzo - Pomezia by train (630 km)
- Pomezia - Latina by truck (43 km)

The total emission from this multimodal transport will be 31.2 tons of CO₂ per months, with a saving of 38.4 tons of CO₂ per months (-55%).

The toolbox was used during the meeting between Chemical Company and LSP to support the discussion.

The environmental advantages offered by multimodal solution are evident and extremely interesting; the critical point is the economic value of the proposal to be compared with the truck only costs.

Result of the Pilot (by 06 December 2018)

X proposed transport reorganisation under evaluation by company decision-makers

Success Factors

Chemical Company plant has an internal track, so modal shift is easier. The biggest barrier is provided by the economical issues.

Use of Tool-Box

| Tool-Box Element | Who used this tool-box element? | How was the element evaluated? |
|-----------------------------|---------------------------------|--------------------------------|
| IT-Visualization | project representatives | somewhat useful |
| Consulting services | project representatives | very useful |
| Planning Guideline | project representatives | not useful |
| CO ₂ -Calculator | project representatives | useful |



Route #5: Nuova Solmine - Scarlino (IT) - Sannazzaro dei Burgondi (IT)

Nuova Solmine received offers from Chemoil, DB Cargo, GETRAS (which will work in close cooperation with Captrain or Mercitalia Rail Intermodal).

Offers are under evaluation as some issues need to be managed to make the proposal attractive and feasible:

1. Sannazzaro dei Burgondi loading station is not connected with an electrified line; so locomotive need to be changed. Moreover, the pick-up and delivery track is shorter than standard ones, so the train will be composed by 13 wagons instead of 16.
2. All the LSPs proposed solutions from Sannazzaro to Scarlino yard. The handling of last mile remains on Solmine so the final cost increases a lot and is less competitive with road transport.
3. The transport required a significant investment in equipment (product specific swap bodies) that have a different impact on the final cost depending from the transport contract duration (1,3 or 5 years); so, guarantees from the supplier are required.

Result of the Pilot (by 06 December 2018)

X proposed transport reorganisation under evaluation by company decision-makers

Success Factors

Chemical company has an internal track and by mission are very close to environmental themes.

Several issues arose during the pilot, and the lack of needed equipment on the market can seriously compromise the success of this shiftment.

Even if Nuova Solmine is still facing some problem to perform the modal shift, thanks to the connection born within Chemmultimodal Project, it was able to get in touch with the Infrastructur manager and to access a funding program to electrify the “last rail mile”. This funding will lead to even more modal shift, although probably not during Chemmultimodal lifespan.

Use of Tool-Box

| Tool-Box Element | Who used this tool-box element? | How was the element evaluated? |
|-----------------------------|---------------------------------|--------------------------------|
| IT-Visualization | project representatives | somewhat useful |
| Consulting services | project representatives | very useful |
| Planning Guideline | project representatives | not useful |
| CO ₂ -Calculator | project representatives | useful |



E. Conclusion and further plans

a. Task of the national project team

Partner 1: SC Sviluppo chimica & Partner 2: Provincia di Novara

Main tasks:

- Select participants in the Pilot Project (Workshop and other contacts);
- Provide consulting activity to all the companies involved in the Project (Chemical Companies/LSPs/HUBs).
- Find, together with the involved companies, suitable routes where shifting from monomodality to multimodality could be performed;
- Monitor the progress of pilot project activities and, in case, find the corrective actions;
- Analyse and elaborate results of the Pilot Project;
- Disseminate the Project results among the consortium and involved stakeholders;
- Share information between Project Partners.

Approximate project resources spent for local pilot (including personnel):

SC Sviluppo chimica:

-€48.000

Provincia di Novara

-€ 17.000

b. Sustainability and transferability

All pilot analysed have a great sustainability outbound.

Chemical Sector produces a very wide range of products completely different one from the other. So, in our view it is very difficult to speak about transferability. In fact, one solution would fits for one kind of goods or company organization, and not for the others. Moreover, the peculiarities of the territory and the distribution of logistic infrastructures need to be taken into account considering transferability. For example, many parts of Europe are not connected (or their connections are antiquates) with rail tracks, so multimodality is impossible, e.g. middle of France and eastern Europe. Finally, through the pilot phase we learndt that each company, each product, each route have their own issues, specificity and needs. Multimodal shift can't be standardized and reproduced somewhere else. Simply it won't work.

c. Lessons learned

As a conclusion of this Pilot project phase, we would like to highlight some issues related to the Italian/Central European/ European Logistic System that emerged by the analysis and the confrontation with companies.



- Chemical companies are generally interested to increase multimodality, first of all for safety reasons but more and more if a cost reduction can be achieved;
- Difficulties to be faced regarding infrastructures (not possible to solve in the short period) and operational issues (e.g. not existing connections, transit time, reliability);
- Railways and MM routes between Italy and Germany (and Northern Europe) seems to work well - considering of course the actual capacity - and they are profitably used by companies;
- Potentials of improvement of MM seem to be existing with Eastern Europe (infrastructural and reliability need to be considered), France (very difficult railway connections for goods in that country) and Spain (by sea). There are common issues in modal shift: lack of infrastructures and equipments, exceeding costs and transit times;
- There are also product specific issues (e.g. special equipment needed, short transit time).

We also have some comment on the use of the toolbox in this pilot phase:

- **IT-Visualization:** Used by Sviluppo Chimica and Province of Novara to make a “preliminary analysis” of the feasibility of the modal shift. It was useful to check if the connections exist and which operators run the routes. Sometimes information is not exhaustive and needs to be integrated using other sources (e.g. the connection exists but it is not reported, the best solution is not found nor all the Logistic Operators are mentioned);
- **Planning guidelines:** unfortunately, the current version of this element of the toolbox doesn't seem to be useful at all;
- **CO₂-Calculator:** Tool to estimate CO₂ emissions was used and it is helpful. When the modal shift is reached, it will be possible to calculate emissions reduction. It is to be stressed that normally CO₂ emissions are not the priority of chemical companies in choosing the modal shift. Infrastructural and operational feasibility and commercial aspect (e.g. costs, reliability, time delivering) are to be tackled before considering the benefits of CO₂ emissions reduction;
- **Consulting services:** This is the added value of the project. The facilitator role played by SC Sviluppo Chimica and Province of Novara helped chemical companies and logistic operators to work together and find a solution. On the one hand, this scheme is out of the usual logistic business activities; on the other hand companies trust SC Sviluppo Chimica as a company controlled by the Federation they are member of, and so they are positively encouraged to participate to the Pilot. This “consulting service” could be more appreciated by SMEs that in a half-day are able to speak with all operators about their routes of interest. Normally they can't have the opportunity to explore all the solutions available on the market. The question (and the challenge) is: who will/would/could play this role after the end of the Project? Are the actual Logistic Operators willing to accept this model with a “third player” that force commercial competition?

In conclusion, logistic market has its own rules and procedures that need to be taken into account.

We feel the need to make multimodality more competitive and attractive, and this can be achieved only increasing the offer of multimodal solutions. Infrastructures adjustment plays a key role in improving potential offer of multimodality.

For this reason, we welcomed the Protocol signed on 19th October 2017 by Piedmont, Lombardy and Liguria Regions for the improvement of the railway transport of goods through infrastructural intervention on North-Western railway network.

We also welcomed the Italian Government Strategy “La cura del ferro” that includes:



- Important investments in railway Infrastructures
 - Planning interventions to adjust freight corridors between the Alps and towards the Mediterranean Sea to European standards (750 m length of train - 4 meters - high load) including the Alpine Base tunnels- (€ 66 billion already funded);
- Incentives
 - Ferrobonus (€ 60 M in 2 years) at national level Art. 1 c. 648 - Law n. 208 dated 28/12/15;
 - regional initiatives to integrate national Ferrobonus Art.1 c. 240 - Law n. 190 dated 23/12/14;
 - train drivers training (€ 2M/year x 3 years) - Art.47. c.11quinques DL 50 dated 24/4/17 (updated with L. 96 dated 21/6/17);
 - noise reduction actions on wagons (€ 20M) - Art.47. c.10 DL 50 dated 24/4/17 (Actuative decree already sent to EU Commission for validation (2018-2020);
 - Tax reduction for port terminal operators (depending on the achievement of specific railway traffic targets) - Art.47. c.11quinques DL 50 dated 24/4/17 (Updated with Law 96 dated 21/6/17).

Annexes

| Document | Cloud link |
|--|---|
| PILOT PHASE MID-TERM REPORT (D.T2.2.3) | https://ifsl50.mb.uni-magdeburg.de/owncloud/s/vECivs6xxAHmLWq/download?path=%2F04%20WPT%20Pilot%20Implementation%2FItaly%2FDT%202.8.5%20Pilot%20Phase%20Final%20Report&files=18-02-21-ITALY-D.T2.2.3%20Pilot%20phase%20mid-term%20report-FINAL.pdf |
| PILOT PHASE MID-TERM REPORT 2 (D.T2.2.3) | https://ifsl50.mb.uni-magdeburg.de/owncloud/s/vECivs6xxAHmLWq/download?path=%2F04%20WPT%20Pilot%20Implementation%2FItaly%2FDT%202.8.5%20Pilot%20Phase%20Final%20Report&files=18-05-31-D.T2.2.3%20Pilot%20phase%20mid-term%20report%202_def.pdf |
| Mr Del Ponte Presentation during the Policy Advisory Group Meeting | https://ifsl50.mb.uni-magdeburg.de/owncloud/s/vECivs6xxAHmLWq/download?path=%2F04%20WPT%20Pilot%20Implementation%2FItaly%2FDT%202.8.5%20Pilot%20Phase%20Final%20Report&files=7.%20Delponte.pdf |
| Mr Legittimo Presentation during the Policy Advisory Group Meeting | https://ifsl50.mb.uni-magdeburg.de/owncloud/s/vECivs6xxAHmLWq/download?path=%2F04%20WPT%20Pilot%20Implementation%2FItaly%2FDT%202.8.5%20Pilot%20Phase%20Final%20Report&files=9.%20Legittimo.pdf |