

# OUTPUT FACT SHEET

## Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	O.T3.2 - Endorsement of regional policy documents
Responsible partner (PP name and number)	PP8 - ITL Foundation; PP10 - Emilia-Romagna region
Project website	<a href="https://interreg-central.eu/reif">interreg-central.eu/reif</a>
Delivery date	31.03.2022

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

One of the main objectives of the REIF project is to strengthen political focus on regional rail infrastructure for freight transport in CE territories. To achieve this objective, all project's partners committed to integrate and/or update their policy documents with the main findings, lessons learned and achievements from REIF activities (e.g. studies, road maps definitions, pilot actions, etc).

Three strategic regional plans have been affected by REIF project' activities and results, namely:

- PRIT2025 - Regional Integrated Transport Plan (Piano regionale integrato dei trasporti). It represents the main transport regional planning instrument. It provides the guidelines and directives of the regional policies related to the transport sector and the main actions and interventions for the achievement of regional objectives. The Plan approved by the Regional Assembly on the 23rd December 2021 includes the same provisions stated in the version that was adopted in the 2019
- PAIR2020 - Regional Integrated Air Plan (Piano aria integrato regionale). It sets measures to improve air quality, aiming at reducing pollutant levels, respecting EU limit values and safeguarding the health of the population. The Plan was approved by the Regional Assembly in 2017.

- SLZ - Simplified logistic zone (Zona Logistica Semplificata<sup>1</sup>, link). The final aim of SLZ is to create, within certain logistics and industrial areas, favourable conditions to the development of economic fabric, in terms of simplified administrative procedures, tax, custom and financial incentives for the established companies as well as in order to attract new companies and investments.

In addition to the impact on regional plans, the REIF project results contribute to reach national and European targets concerning the modal shift from road to rail and the reduction of GHGs and pollutants.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

ITH5 - Emilia-Romagna region

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

In the first phase of the Central Europe project REIF, a baseline study, a market potential analysis and a bottleneck analysis of rail freight transport in the Emilia-Romagna Region were carried out. In these analyses, the existing strengths and weaknesses as well as the untapped potential for the regional access of goods to rail were shown.

Starting from the results coming from preliminary studies and from the need to enhance the planning and modelling capabilities of Emilia-Romagna region, through the Pilot Actions #5 and #8, the transport regional model has been improved. The existing freight module has been renewed and it was updated with a new rail freight application. The final product of these activities will ease the regional planning in the definition of freight transport policies.

The upgraded model will be used in order to monitor the effects of the actions provided by PRIT2025 and the contribution of these actions in the achievements of the environmental targets provided in the PAIR2020. The upgraded model is also described in a specific [web page](#) of the Emilia-Romagna region, together with all the applications regarding the regional transport model.

Furthermore, REIF's studies and activities strongly affected the Strategic Development Plan for the establishment of Simplified Logistic Zone (SLZ, - Zona Logistica Semplificata ZLS).In

<sup>1</sup> <https://mobilita.regione.emilia-romagna.it/logistica-merci/doc/zona-logistica-semplificata>

particular, it had a strong impact on the identification of the areas to be included on the Simplified Logistic Zone of the Emilia-Romagna Region. Indeed, all the main intermodal nodes of regional logistics platforms have been included in SLZ (which represents almost 60% of the entire area of SZL). Furthermore, regarding the industrial sites, one of the criteria for the inclusion in the SZL was the accessibility of the area to the logistics platform and the potential rail accessibility of these areas.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

As illustrated in the above boxes, REIF contributed to consolidate the path toward the development of the rail freight transport sector in the Emilia-Romagna region. In particular, through the activities of Pilot Action #2, it enhanced the structure of ER.I.C (Emilia-Romagna Intermodal Cluster). Its participants were involved since the elaboration of preliminary studies and continued to participate in the Advisory Board meetings and to the Regional Capacity Building workshops. The members of ER.I.C. cluster are Ravenna Port Authority and the main terminal operators, railway undertaking and regional freight villages and intermodal platform (Bologna and Parma Freight villages, Dinazzano Po, Terminal Rubiera, Terminal Piacenza Intermodale, Lotras, Sapir SPA, Terminali Italia).

The experience matured from Emilia-Romagna region (PP10) and ITL Foundation (PP8) in the creation and management of a regional cluster was made available to all REIF's partners.

The other regions of Central Europe involved in REIF have experienced corresponding goals using a uniform methodology and incorporated them into their regional development plans. This method can be applied to all regions in the program area Central Europe as proved by the REIF partnership.

References to relevant deliverables and web-links  
If applicable, pictures or images to be provided as annex

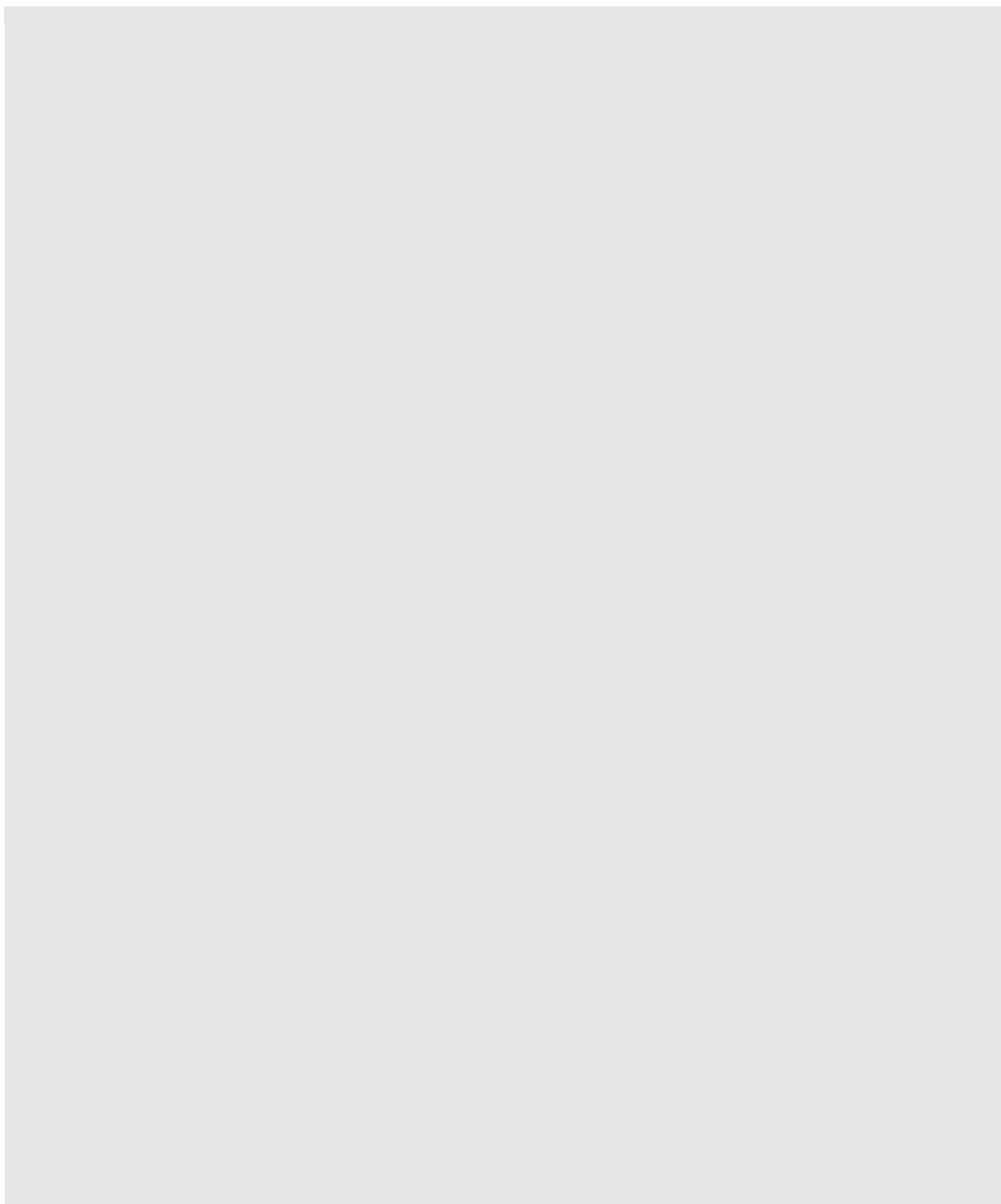
The output is based on the following deliverables:

- D.T3.2.4 Regional advisory boards annual Meetings 2020
- D.T3.2.5 Coping with funding needs & ensuring financial sustainability, policy measures
- D.T3.2.6 Regional advisory boards annual Meetings 2021
- D.T3.2.7 Roadmap “new rail infrastructure/services 2030”
- D.T3.3.7 Integration of project findings in regional policy instruments: Emilia Romagna region

These documents can be downloaded from the project website: <https://www.interreg-central.eu/Content.Node/REIF/Regional-Roadmap---Policy-integration---Emilia-Romagna.zip>

Further relevant links:

- PRIT2025 - Piano regionale integrato dei trasporti (Regional Integrated Transport Plan)  
<https://mobilita.regione.emilia-romagna.it/prit-piano-regionale-integrato-dei-trasporti>
- PAIR2020 - Piano aria integrato regionale (Regional Integrated Air Plan)  
<https://ambiente.regione.emilia-romagna.it/it/aria/temi/pair2020>
- ZLS - Zona Logistica Semplificata (Simplified Logistic Zone)  
<https://mobilita.regione.emilia-romagna.it/logistica-merci/doc/zona-logistica-semplificata>
- Web page upgraded model  
<https://mobilita.regione.emilia-romagna.it/modellazione-dei-trasporti/approfondimenti/gli-applicativi>



## Applicativo REIF - Intermodalità merci

All'interno delle attività previste nel progetto europeo Interreg Central Europe **REIF**, e in particolare nelle **azioni pilota #5 e #8**, il modello regionale delle merci è stato arricchito sia attraverso l'applicazione di alcuni metodi innovativi di stima della domanda e dell'offerta, sia con l'integrazione di uno specifico modulo dedicato al trasporto ferroviario su cui valutare politiche per favorire l'intermodalità. In fase di test, il modello così potenziato è stato utilizzato per stimare i benefici, in termini di riduzione del trasporto stradale, apportati dal superamento di alcuni cosiddetti "colli di bottiglia" infrastrutturali e dall'attivazione di nuovi servizi merci ferroviari.

Il modello aggiornato verrà utilizzato anche per monitorare le azioni e gli obiettivi stabiliti negli strumenti di pianificazione regionale (PRIT2025 e PAIR2020).

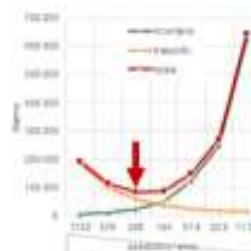
In breve, le tre principali innovazioni inserite nel modello si basano sui seguenti elementi:

### > Nuovo metodo di stima della domanda

La stima della domanda merci parte dalla matrice ETISplus (2014), sviluppata nel progetto europeo TransTools, con zonizzazione NUTS 3 (province) e 10 categorie merceologiche NST/R, e poi ripartita a scala sub-provinciale sulla base delle attività economiche locali e dei consumi energetici degli addetti operativi;

### > Descrizione dell'offerta con diverse combinazioni di servizi

Il modello prevede servizi logistici che tengono conto di alcune modalità operative utilizzate dagli operatori: collegamenti diretti o via hub; da stabilimento/magazzino fonte - stabilimento/magazzino impiego; modelli operativi a rete.



### > Introduzione dei costi logistici totali

La modellazione tiene conto che spesso il trasporto merci avviene per lotti di spedizione separati, da cui la necessità di gestire scorte in partenza ed arrivo. E' stato introdotto il costo logistico totale, ottenuto come somma di Costi di inventario e Costi di trasporto. Per ogni relazione O/D si minimizza tale costo, sulla base del settore merceologico, determinando la migliore combinazione tra costo di trasporto e dimensione del lotto di spedizione.

Figure 1 - Web page Emilia-Romagna region (<https://mobilita.regione.emilia-romagna.it/modellazione-dei-trasporti/approfondimenti/gli-applicativi>)

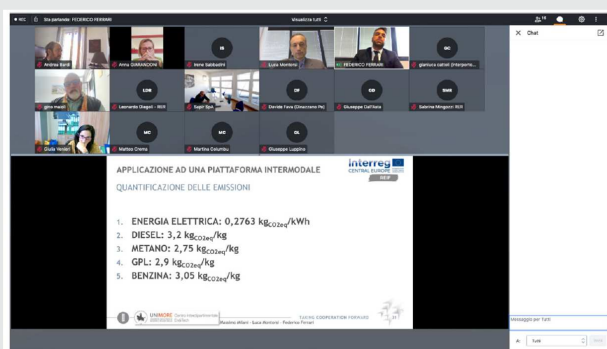


Figure 2 - Screenshots Regional Advisory Board 2020 and Regional Advisory Board 2021

ACTION/MEASURE	ESTIMATED COSTS	TIME HORIZON
<b>A. TRANSPORT INFRASTRUCTURE</b>		
A.1 Upgrading of the left shunting track of Ravenna Port	EUR 21.000.000	2025
A.2 Upgrade of the right shunting track of Ravenna Port	EUR 26.700.000	2025
A.3 Doubling of railway line between Parma and Vicofertile stations and upgrading of Parma station	EUR 247.000.000	Beyond 2030
A.4 Upgrade of Reggio Emilia-Sassuolo railway line	EUR 10.000.000 (electrification of railway line)	2025
A.5 Construction of the new freight railway line between Dinazzano and Marzaglia freight station	To be defined	Beyond 2030
<b>B. LEGISLATION</b>		
B.1 Regional law on incentive for regional rail transport	EUR 3.000.000	2025
B.2 Establishment of Simplified Logistic Zone (ZLS)	EUR 7.000.000	2029
<b>C. ADMINISTRATION</b>		
C.1 Financing training activities	EUR 20.000	2025
C.2 Financing support activities to ERIC's members	EUR 130.000	2025

Figure 3 - Priority actions - Final Roadmap Emilia-Romagna region