

D.T1.4.3 - DEFINITION OF POTENTIAL POLICY MEASURES

ITL FOUNDATION (PP8) - EMILIA-ROMAGNA REGION (PP10)

Work paper

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1) Introduction

“PRIT2025” - Integrated Regional Transport Plan - is the main planning document that defined the existing Emilia-Romagna’s freight transport policy. This document defines the main objective for the regional freight mobility to 2025 which is, for the REIF project prospective, to increase the modal share of rail freight transport by +30%, with a minimum modal share of 13%.

After the last updates of this regional transport plan in 2020 several important international events have taken place (i.e. COVID-19 pandemic and the related worldwide economic crisis, the definition of European target policies against climate change, ecc), which obviously also have an impact on transport policies at European, national and regional level.

The European Commission proposes transformation of EU economy and society to meet climate ambitions. The EU transport policy aims at a form of mobility that is sustainable, energy-efficient and respectful of the environment. Commission’s current “White Paper on Transport” calls for 30 percent of road freight transport to be transferred to other modes of transport such as rail or shipping by 2030, rising to more than 50 percent by 2050. To achieve the EU targets, net greenhouse gases emissions have to be reduced at least 55% by 2030 vs 1990 and by 2050 rail freight traffic will double. In addition, the COVID-19 pandemic has been a stark reminder of the importance of functioning transport networks and effectively organised mobility to citizens, businesses and economic prosperity.

Emilia-Romagna is fully committed, in order to reach climate targets and after the lessons learned during the COVID crisis, to encourage rail freight transport to achieve the transition to low- or zero-carbon energy sources for the freight transport sector. Currently, only rail offers a mature and readily available solution for widespread use in zero-emissions transport and Emilia-Romagna government acts to support this transport modality. A combination of measures (infrastructural, administrative and soft policies) is required to tackle this issue for Emilia-Romagna. These measures are listed in the following table.

2) List of policy measures (linked to Priority list of action - D.1.4.2)



Action/measure	Policy measure	Policy document to be addressed	Process description	Stakeholders involved	Time frame
Upgrade of the left shunting track of Ravenna Port	Transport infrastructures	RFI business Plan	RFI business Plan, drawn up in accordance with "Railway infrastructure development strategy" defined by the Italian Ministry of Infrastructure and Transport. The actions and interventions declared in RFI business plan are at least at functional implementation phase financed under the Program Agreement Investment Part 2017-2021 update 2018/19 and, mainly, activation forecast between 2020 and 2024.	RFI (railway infrastructure manager), Ministry of infrastructure and Transport, Emilia-Romagna Region, Ravenna Port Authority, local government.	5 years
Upgrade of the right shunting track of Ravenna Port	Transport infrastructures	RFI business Plan	RFI business Plan, drawn up in accordance with "Railway infrastructure development strategy" defined by the Italian Ministry of Infrastructure and Transport. The actions and interventions declared in RFI business plan are at least one functional implementation phase financed under the Program Agreement Investment Part 2017-2021 update 2018/19 and, mainly, activation forecast between 2020 and 2024.	RFI (railway infrastructure manager), Ministry of infrastructure and Transport, Emilia-Romagna Region, Ravenna Port Authority, local government.	5 years
Doubling of railway line between Parma and Vicofertile stations and upgrading of Parma station	Transport infrastructures	RFI Business plan & national law 17 July 2020, n. 77, of conversion with amendments to the decree-law of 19 May 2020, n. 34 (so-called DECRETO RILANCIO, containing urgent measures in the field of health, support for work and the economy, as well as social policies related to the epidemiological emergency from COVID-19)	RFI business Plan financed by Italian State, through the instrument of the Planning Agreement, provides sufficient funding to the Infrastructure Manager (RFI) as a Network Operator, which draws up the Business Plan.	RFI (railway infrastructure manager), Ministry of infrastructure and Transport, Emilia-Romagna Region, Ravenna Port Authority, local governments	5 years



Upgrade of Reggio Emilia-Sassuolo railway line	Transport infrastructures	FER Business plan	Emilia-Romagna Region Council Resolution No. 1317/2013, during the validity of Service Contract with FER (started in 2019 and last 15 years, plus any further 7.5).	FER– Ferrovie Emilia-Romagna (railway infrastructure manager), Emilia-Romagna Region, Local governments	5 years
Construction of the new freight railway line between Dinazzano and Marzaglia freight station	Transport infrastructures	FER business plan RFI business plan		FER– Ferrovie Emilia-Romagna (railway infrastructure manager), Emilia-Romagna Region, Local governments	5 years
Regional law on incentive for regional rail transport	Legislation	PRIT 2025	Regional Law 30/2019	Emilia-Romagna Region, regional stakeholder involved in intermodal supply chain	3 years
Financing training activities	Administration	PRIT 2025	In 2020 Emilia-Romagna and ITL Foundation signed a framework agreement called “Accordo Quadro di collaborazione ex art. 15 national law 241/1990” and the following implementation agreement with a detailed work plan and resources	Emilia-Romagna Region, ITL Foundation and ER.I.C. members	2 years
Financing support activities to ERIC’s members	Administration	PRIT 2025	In 2020 Emilia-Romagna and ITL Foundation signed a framework agreement called “Accordo Quadro di collaborazione ex art. 15 national law 241/1990” and the following implementation agreement with a detailed work plan and resources	Emilia-Romagna Region, ITL Foundation and ER.I.C. members	2 years
Establishment of Simplified Logistic Zone (ZLS)	Administration	PRIT 2025	In September 2021 the Strategic Development Plan of SLZ was drafted and it is in the approval phase by the Legislative Assembly of Emilia-Romagna region. Once that the documentation will be evaluated by Italian Government, the SLZ is established by decree of the President of the Council of Ministers. Then the Steering Committee is going to monitor the proper implementation of the SLZ and its performance.	Emilia-Romagna Region, Ravenna Port Authority, municipalities, local authorities, business and trade associations	7 years from the establishment of SLZ (plus 7 more possible years)

3) Process

Please provide answers to the following questions concerning planning and implementation of potential policy measures:

- 1) Which organisations/stakeholders were consulted in the selection of policy measures? What were their priorities and how were they involved?

As regard the selection of policy measures, all the member of the regional intermodal cluster ER.I.C. have been involved. Most of them are working on REIF project in the Regional Advisory Board context. In addition, representatives of public and private railway infrastructure companies, railway companies, and local authorities actively participated to co-define this priority list of policy measures.

- 2) Who will ensure that potential policy measures will be realized and followed up and how (referring to stakeholders in the policy measures table)?

Emilia-Romagna established a thematic cluster ER.I.C., a stable network among intermodal actors in the region which will monitor the implementation of these policy measures. All the action listed in the above table have been already approved by the responsible entity indicated. Most of them are financed.

- 3) What lessons were learnt when the policy measures list was selected/negotiated?

The policy measures selected are perceived as priorities among regional stakeholders in a common understanding for the future development of regional intermodal system.

- 4) Which constraints (obstacles, risks) are expected in its realization?

The main constraints expected in the realisation of the policies measures, are related to the implementation of infrastructural ones, in particular, the timing for the public tender procedure and construction phases, often due to unforeseeable/unexpected factors.

4) Conclusion

Emilia-Romagna's freight transport policy focused on rail freight transport as strategic pillar to greening freight transport and to offers great opportunities for regional industry across the value chains to modernise and create high-quality jobs. The main challenges of transport sector are to significantly reduce its emissions and become more efficient and sustainable in a short time perspective (2030).

Emilia-Romagna has adopted policies measures focus on the improvement of rail transport infrastructure, which still confirmed as a priority for Emilia-Romagna Region, together with the overcoming of the existing bottlenecks, referred in particular to lack of capacity in the main railway lines. In addition, key elements in the regional strategy are: improving the railway connection between ports and hinterlands to foster the creation of an integrated networks of ports and intermodal hubs in Region and to foster connections among rail-road terminals

An important policy approved by Emilia-Romagna in 2020 is related to the "Establishment of Simplified Logistic Zone (SLZ)".

Through the establishment of a Simplified Logistics Zone (SLZ), Emilia-Romagna Region wants to strengthen the connections and the accessibility between Ravenna port of and the main production districts in the region. Intermodality is a key element of Emilia-Romagna's SLZ, in fact, all the main intermodal platforms are included in this plan and could benefit for the incentives foreseen.