

D.T1.4.2 - PRIORITY LIST OF ACTIONS & COST ESTIMATION

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

Work paper

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1) Introduction

Emilia-Romagna's freight transport strategy is defined in the main planning document called "PRIT2025" - Integrated Regional Transport Plan of Emilia-Romagna region. The 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%.

According to the most recent statistics about freight and road freight transport¹, the freight rail modal share for regional freight transport (in tons) remained stable at close to 10,5% in the last three years (Figure 1). Considering only the road traffic originating within the Emilia-Romagna region, the freight rail modal share rises to 13% (Figure 2, in tons). As illustrated in the Deliverable D.T1.1.5 "Baseline study Emilia-Romagna region", Figure 2 shows the changes of the modal share compared to the only traffic originating in the region, the rail market basin of more immediate interest for the REIF project studies.

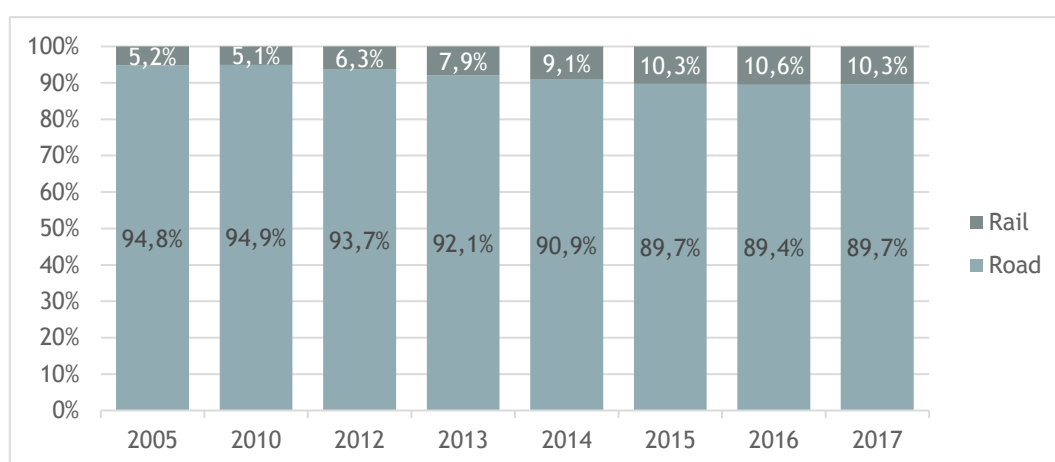


Figure 1 - Road/Rail freight modal share in Emilia-Romagna region (2005-2017)

¹ In this chapter road freight transport data includes only the freight vehicles registered in Italy and freight vehicles over 3.5 tonnes

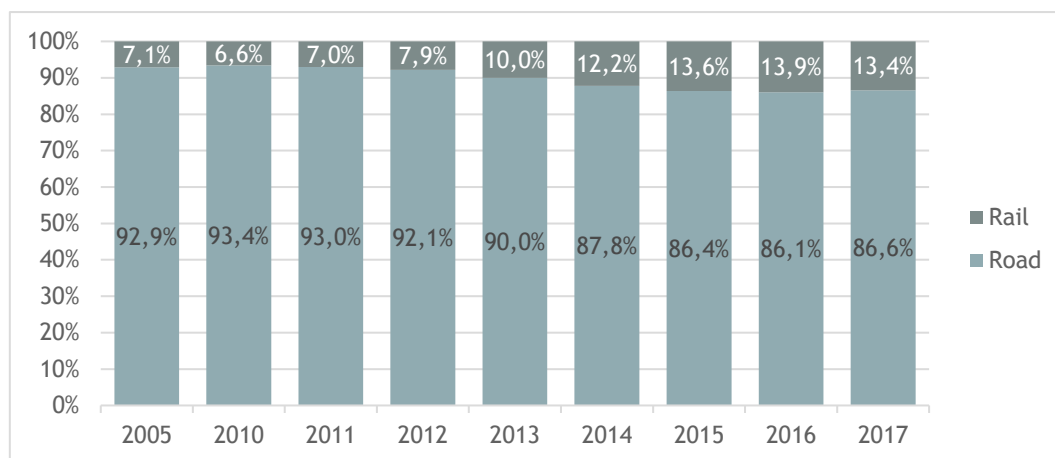


Figure 2 - Road/Rail freight modal share in Emilia-Romagna region (2005-2017). Road traffic considered is only

The report illustrates the priority list of actions identified to overcome the bottlenecks and barriers that affect the further development of regional freight rail transport and to accomplish the goals set out by the regional Government in a short-term scenario.

The priority list is based on the findings obtained in the studies carried out in the previous activities of WP.T1.

2) Priority list of actions

Action	Priority area	Challenges/ results, impact of action	Priority level	Area/level	Timeframe (start of action)	Estimated costs €	Potential indicators to measure the success of the action	Responsible entity
Upgrade of the left shunting track of Ravenna Port	Transport infrastructures	The action will improve the rail accessibility to the rail terminal located on the left bank of Ravenna Port	H	Ravenna Port	L (in more than 5 years)	21.000.000	- Number of trains shifted from Ravenna passenger station to Candiano freight station - Increasing volume of freight moved by train from Ravenna Port	RFI – Rete ferroviaria italiana (railway infrastructure manager)
Upgrade of the right shunting track of Ravenna Port	Transport infrastructures	The action will improve the rail accessibility to the rail terminal located on the right bank of Ravenna Port	H	Ravenna Port	L (in more than 5 years)	26.700.000	- Number of trains shifted from Ravenna passenger station to Candiano freight station - Increasing volume of freight moved by train from Ravenna Port	RFI – Rete ferroviaria italiana (railway infrastructure manager)
Doubling of railway line between Parma and Vicofertile stations and upgrading of Parma station	Transport infrastructures	The action will increase the capacity of Parma-La Spezia railway line	H	West area of Emilia-Romagna region	L (in more than 5 years)	247.000.000 (the total cost has been partially financed by "Decreto Rilancio" (92 mio) and 2020 RFI investment plan (96 mio))	- Increased capacity of railway line	RFI – Rete ferroviaria italiana (railway infrastructure manager)
Upgrade of Reggio Emilia-Sassuolo railway line	Transport infrastructures	The action will increase the capacity of Reggio Emilia - Sassuolo railway line	H	Central area of Emilia-Romagna region	S (1-2 years)	- electrification of railway line: 10.000.000	- Increasing of capacity of railway line	FER– Ferrovie Emilia-Romagna (railway)



						- removal of level crossing: not quantified		infrastructure manager)
Construction of the new freight railway line between Dinazzano and Marzaglia freight station	Transport infrastructures	The action will improve the capacity of freight rail network of Emilia-Romagna region	H	Central area of Emilia-Romagna region	L (in more than 5 years)	To be defined ²	- Increasing of capacity of freight rail network of Emilia-Romagna region	FER– Ferrovie Emilia-Romagna (railway infrastructure manager)
Regional law on incentive for regional rail transport	Legislation	The action is stimulating the rail freight transport	H	--	M (in 3-5 years)	3.000.000	- Number of new freight rail transport services - Tons of CO2 avoided	Emilia-Romagna region
Financing training activities	Administration	The action will finance training activities for new professional figures in the logistic and intermodal system	M		M (in 3-5 years)	20.000		Emilia-Romagna region
Financing support activities to ERIC's members	Administration	The action will provide support the activities of ERIC's members (studies and researches about freight intermodal transport market, launch of regional alliance for the development of freight rail transport, internationalisation activities, ..)	M		M (in 3-5 years)	130.000		Emilia-Romagna region
Establishment of Simplified Logistic Zone (ZLS)	Administration	The action will support the development of industrial and logistic activities connected to Ravenna Port	M		L (in more than 5 years)	7.000.000		Emilia-Romagna region

3) Process, responsibilities and lessons learnt

Please provide answers to the following questions concerning planning and implementation of selected priority actions:

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

The main stakeholders involved were the ERIC's member. They were involved, through a survey activity, for the identification of the main bottlenecks in the regional rail infrastructures and services. Their priorities mainly concerned individual and collective needs (eg. requests for more tracks in their private areas and upgrading of national railway line). In the priority list only the actions concerned the collective needs were included. They were also foreseen in the transport regional planning instruments (eg. PRIT 2025). Furthermore, the main policy, legislation and administration measures were included. In the deliverable D.T1.4.3 ("Definition of potential policy measures") more details about them will be provided.

- 2) Who will ensure that the priority list will be followed up when investment decisions are taken and how (referring to responsible entities in the list of actions table)?

²Emilia-Romagna Region has proposed to the Italian Ministry of Infrastructure and Transport to finance the realisation of this intervention within the NextGenerationEU programme (estimation of investment cost: 120.000.000€)

All the action listed in the above table have been already approved by the responsible entity indicated in the table. Most of them are financed.

3) What lessons were learnt when the priority list was selected/negotiated?

An issue that came up during the selection of the priority actions concerns the inclusion of those actions suggested by the stakeholders aimed at their individual needs. Public responsible entity, e.g. the Emilia-Romagna region, cannot foster the development of a private node at the expense of the other stakeholders. For this reason, the actions concerned the individual needs have not been included in the priority list

4) Which constraints are expected in its realization?

The main constraints expected in the realisation of priority actions, the infrastructural ones in particular, concern mainly delay in the public tender and construction phases, often due to unforeseeable/unexpected factors.

4) Conclusion

The priority list includes the main actions needed to revitalise the regional freight rail transport sector and to strengthen the connection with TEN-T corridors. The included actions concern mainly

- the upgrading of infrastructures,
- the financing of new rail freight services
- the financing of activities, studies and researches needed to increase the visibility internationalisation and to increase the general awareness of freight rail transport sector of the involved stakeholders.

In the deliverable D.T1.4.3 ("Definition of potential policy measures") more details about the policy actions included in the priority list will be provided.

All the included actions are going to supports the objective stated in the main regional transport planning instruments (PRIT), that is to increase to 2025 the modal share of rail freight transport by +30%, with a minimum modal share of 13%.