

REPORT ON THE ESTABLISHMENT OF A MARKET PLAYER WORKING GROUP FOR PILOT ACTION #5

D.T2.2.4

Work paper

Version 3.0
09.2020

1) Introduction

The objective of REIF Pilot Action #5 is to develop and bring up to date the regional transport model for Emilia-Romagna and use it to test possible action to overcome current bottlenecks affecting the rail freight network in the region, and its connections to the national and trans-European rail network and freight corridors.

The role of the Market Player working group in the REIF Pilot Action #5 is to indicate which are the existing bottlenecks affecting freight rail transport, be they infrastructural or functional, and indicate possible solutions already considered so that those may be simulated with the updated regional transport model. Additionally, the terminals included in the Market Player Working Group will be asked to envisage possible shifts in their roles once the bottlenecks are solved and a number of upgrade actions on the Italian rail network are finalised.

Involving the Market Player working group ensures relevance of the Pilot and informed understanding on priority bottlenecks.

Activities of this Working Group may be summarised in three actions:

- Indication of bottlenecks
- Indication of possible solutions, either being discussed or even just envisaged
- Indication of the foreseen role of freight terminals involved in the working group once the bottlenecks are solved and once the infrastructure upgrades mentioned above are in place

2) Stakeholder description

The stakeholders involved in the Market Player Working Group for Pilot Action #5 were defined during discussion between the Project Partners ITL, Regione Emilia Romagna and the contractors for Pilot Action #5. Discussions were held via video-conference -due to covid-related travel limitations and precautions- on 19 May, 17 June, 22 June, 7 July and 22 July 2020.

The selection of the stakeholders for the Market Player Working Group was based on the classification presented in “D.T1.1.5 Baseline study Emilia-Romagna”, drawing from the Key Stakeholders, whose importance and influence are high.

		INTEREST	
		Low	High
INFLUENCE	Low	<i>Marginal Stakeholders:</i> Importance = low Customs agencies; chambers of commerce	<i>Operative Stakeholders:</i> Importance = medium/high Trade and Industry associations, MTO, Integrators, handling agents, shippers
	High	<i>Relevant Stakeholders:</i> Importance = medium/high RFI, FER	<i>Key Stakeholders:</i> Importance = high Railway Undertakings, Terminal operators Port Authority

To simplify the Market Player Working Group proceedings it was then decided to rely upon the structure of E.R.I.C., the Emilia Romagna Intermodal Cluster that groups such stakeholders and convenes with the support of Fondazione ITL.

A map representation of the location of E.R.I.C. components is included below to illustrate their geographical coverage.



Stakeholders, their roles and contribution to the pilot activity are listed in the table on the following two pages.



Name	Public/ private	Category (eg.: local/regional /national public administration , railway infrastructure manager, industry, logistics operators, railway undertakings, etc.)	Reason for involving this stakeholder with respect to the pilot action	Expected contribution	Relevance for the pilot action (low/medium/ high)
CE.P.I.M. Centro Padano Interscambio Merci SpA	Private with stock owners partly public	Freight village	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
Dinazzano Po SpA	Private with stock owners partly public	Terminal operator and railway undertaking	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
Interporto Bologna SpA	Private with stock owners partly public	Freight village	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
Lotras Srl	Private	Intermodal transport operator	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High



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Terminali Italia srl	Private with stock owners partly public	Terminal manager	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
Terminal Piacenza Intermodale Srl	Private	Terminal manager	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
Terminal Rubiera srl	Private	Terminal manager and short-range road haulier	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High
AdSP Port of Ravenna	Public	Port Authority	Plans and develops port activities and infrastructure and can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High



Name	Public/ private	Category (eg.: local/regional /national public administration , railway infrastructure manager, industry, logistics operators, railway undertakings, etc.)	Reason for involving this stakeholder with respect to the pilot action	Expected contribution	Relevance for the pilot action (low/m edium/ high)
Gruppo Sapir Spa	Private with stock owners partly public	Terminal Operator	Can report and discuss on issues and opportunities concerning rail transport and infrastructure	<ul style="list-style-type: none"> • Indication of bottlenecks • Indication of possible solutions • Indication of possible shift in role with respect to flows once bottlenecks are solved 	High

3) Establishment of a Market Player Working Group

As noted above the Market Player Working Group was established following discussions between the Project Partners Fondazione ITL, Regione Emilia-Romagna and the contractors for Pilot Action #5.

To illustrate initial results from the Market Player Working Group this reports includes

- A list of bottlenecks collected via a survey with the ERIC members and from input by the regional services. It is envisaged that they will be further debated on 18 September 2020 during the ERIC meeting.
- A brief indication of how the ERIC members will be asked to work on REIF
- A list of topics concerning infrastructural development that will be discussed at the Market Player Working Group meeting planned for 18 September 2020. The meeting, initially foreseen in July 2020, was rescheduled to allow for the participation of the Regional Councillor for transport.

Indication of how the ERIC members will be asked to work on REIF

This group of stakeholders will be involved mainly by using the focus group technique, which fits the purpose of the working group and its size. It envisaged that stakeholders will be also further involved to build the scenarios to be simulated by the model.

The focus group will be held on 18 September 2020 as part of an ERIC meeting involving also the regional councillor for transport.

The object of the focus group will be the further discussion of the bottlenecks previously indicated the possible shifts in the role of the stakeholders allowed by the solution of the bottlenecks and by a set of planned network upgrades (see the information provided in the next section).

Focus groups will be facilitated by ITL and contractor staff.

Participants will receive base information in advance:

- Topic of the focus group
- Introductory information, to be illustrated in detail with a presentation during the event.

The focus group will be organised as follows:

- Introduction to the topic (5 minutes, facilitator)
- Presentation of introductory information with main points for discussion (20 minutes, facilitator). The introductory information concerning the network upgrades out of Emilia-Romagna is summarised in the next section.
- Discussion, led by facilitator (60 minutes)
- Summary of outcomes (facilitator, 10 minutes' slot at the end of the meeting).

List of infrastructural bottlenecks indicated by the Market Player Working Group

The table below lists together the set of infrastructural bottlenecks indicated by the stakeholders belonging to ERIC (numbered 1-11) and the bottlenecks indicated by Regione Emilia-Romagna, which is including them in its upcoming regional transport plan (numbered 12-24).

The list of perceived bottlenecks by ERIC members was obtained as part of a regular monitoring activity carried out by Fondazione ITL and Regione Emilia-Romagna and focused on railway flows. Questions on bottlenecks were added to the standard questionnaire to obtain input for the REIF project. Standard points surveyed include:

- Management and operation of the terminal
- Railway infrastructure features
- Logistics and transport operators located at the terminal
- Railway links to/from the terminal
- Rail transport volumes and number of rail services (referred to 2019)



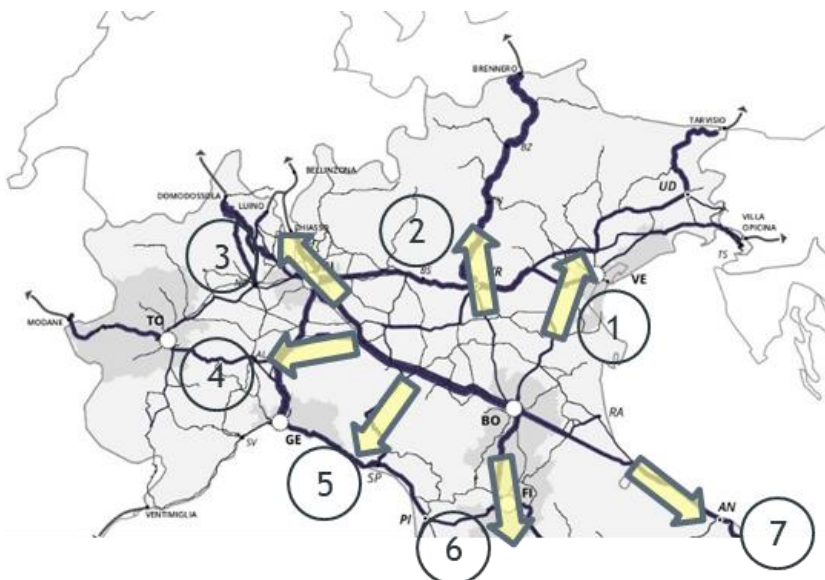
No.	Location	Bottleneck
1	Dinazzano Po	The railway line linking the terminal to the nearest station is not electrified and the train length allowed is not adequate
2	Dinazzano Po	The terminal is reaching saturation
3	Interporto Bologna	Shortage of tracks dedicated to arrival/departure of trains
4	Villa Selva	Allowed train length along the line leading to the terminal shorter than that allowed in the terminal (575 m vs 645 m)
5	Villa Selva	Lack of electrification down to the operational tracks of the terminal
6	Rubiera	Loading gauge along the Bologna-Firenze-Spezia not allowing for high cube containers
7	Rubiera	Lack of coordination and notice for track possessions for maintenance
8	Rubiera	Limitations on weight and length of trains
9	Ravenna - Sapir	Need to shunt trains through the Ravenna passenger railways station
10	Ravenna - Sapir	Arrival/departure track not electrified
11	Parma - CEPIM	Allowed train length along the line shorter than in the terminal (750 m)
12	Ravenna Port	Shunting between railway station and port has low capacity and high costs due to lack of electrification and road interference
13	Ravenna Port	Need to upgrade and start operation of the Candiano freight station, designed to relieve the station of Ravenna of most of its freight traffic
14	Ferrara	Direction change required for trains between Ravenna-Ferrara-Poggio Rusco
15	Faenza	Lack of direct rail link between the lines to Granarolo Faentino/Ferrara/Ravenna and the Adriatic line (southwards) to avoid direction change
16	Fidenza	Direction change required for trains between the Fidenza-Fornovo and Fidenza-Bologna lines
17	Villa Selva	Works to complete the terminal still ongoing
18	Piacenza	Need for new sidings in the Le Mose area
19	Faenza	Freight terminal now in a densely urbanised area
20	Ferrara	Lack of station by-pass to separate freight and passenger traffic
21	Reggio Emilia - Sassuolo line	Interference between passenger and freight traffic on the line (that is the only access to the Dinazzano Po terminal) and saturation
22	Granarolo Faentino-Lugo-Lavezzola line	Lack of electrification to use it as a route for freight train in order to release capacity on the coastal line, where regional passenger traffic is increasing
23	Bologna Bivio San Vitale - Castel Bolognese	Line saturation due to high number of freight and passenger trains
24	Pontremolese line	Need for upgrade capacity improvement, including doubling of track

List of topics concerning infrastructural development that will be discussed at the Market Player Working Group meeting planned for 18 September 2020

The following chart shows the railway lines of Italy with a thickness that is proportional to the number of freight trains/year on them. The arrows indicate the axes along which railway infrastructure upgrades are planned. These are complementary to the solution of the bottlenecks in Emilia-Romagna and will affect rail freight traffic.

The Market Player Working Group will be presented with a description of these upgrades (recently confirmed by the relevant ministry) during the meeting planned for 18 September 2020. Market Players attending the meeting will be asked to provide feedback on what they expect as an effect of those upgrades for rail transport in and out of Emilia-Romagna as well as for themselves and their roles in the freight transport landscape.

The infrastructure upgrades will be discussed along seven axes illustrated in the following picture and listed below.



1. North-West (Padova-Venezia-Trieste-SL/Udine-Tarvisio-AT)
 - a. Reinstatement of the Linea dei Bivi at Venezia Mestre
 - b. Upgrade of the Venezia Trieste line
 - c. Infrastructural and technological upgrade of the Trieste-Divača line
 - d. Doubling of the Udine-Cervignano line

The recent opening of the Koralm base tunnel in Austria will also be discussed since it solved a bottleneck North of the Tarvisio border crossing
2. North (Verona-Brenner-AT)
 - a. New Brenner line
3. North-West (Milan-Gotthard/Simplon-CH)
 - a. Upgrade along the Rhine-Alpine TEN-T corridor
 - b. Quadrupling of the Monza-Chiasso line
 - c. Upgrade of the Gallarate-Rho line
4. West (Voghera-Genova/Torino-Modane-FR)
 - a. Upgrade of the Tortona-Voghera
 - b. Redevelopment of the railway node of Genova and new Terzo Valico line linking Genova to the North of the Apennines
 - c. Torino railway by-pass and connection to the new Torino-Lyon (FR) line
 - d. New Torino-Lyon (FR) line
5. South-West (La Spezia-Livorno)
 - a. Upgrade of the Pontremolese line
 - b. Upgrades at Tyrrhenian ports
6. South (Florence-Rome)
 - a. Upgrade along the Scan-Med TEN-T corridor, including loading gauge upgrades along the tunnels through the Apennines
7. South-West (Ancona-Bari)



- a. Infrastructural and technological upgrade of the line along the Adriatic Sea and toward the Ionian Sea
- b. Alignment upgrade and speed increase of the Bologna-Lecce axis
- c. Doubling of the Termoli-Lesina line