

D.T4.4.9 Action Plan

Partner & region / Country	PROVINCIA DI NOVARA / NORTHERN ITALY, ITALY
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I. Implementation of future activities to promote multimodal transport of chemical goods

Coordination
<p>Coordination of future activities will be taken over by Sviluppo Chimica/Federchimica (for associate companies) and by Consorzio IBIS (on behalf of the Province of Novara).</p> <p>Federchimica is the Italian Federation of the chemical industry. At the present time 1.400 companies, with a total of 90.000 employees, are part of Federchimica. Federchimica is a member of Confindustria (General Confederation of the Italian Industry) and CEFIC (European Chemical Industry Council).</p> <p>Consorzio IBIS (Innovative Bio-based and Sustainable products and processes) is an innovation cluster of Sustainable Chemistry which gathers the most innovative chemical companies in the area of Novara and fosters chemical innovation and environmental sustainability. At present Consorzio IBIS is formed by 13 chemical companies, 3 universities, a technical high school, and the Province of Novara.</p>
Stakeholders
<p>The target Groups are chemical companies and logistic service providers. The project follow up by Federchimica may involve stakeholders from all over Italy whereas the project follow up by Consorzio IBIS aims at companies in the area of Novara, where the consortium is based, and more generally in Piedmont.</p>
Approaches for Meeting
<p>Federchimica will promote a sustainable transport policy towards zero emissions, with a particular focus on multimodality, through:</p> <ul style="list-style-type: none"> • 4 annual meetings of its Logistics Steering Committee with about 40 member companies; • 1 Annual Logistics Conference, dedicated to supply chain managers of member companies, dealing with the most important issues of European and national chemical transport (about 200 participants); • 2 technical workshops per year for the implementation of best practices for all the stakeholders of the chemical logistics chain. <p>Consorzio IBIS will facilitate the meetings using the format of the consulting services involving interested chemical companies and logistics service providers.</p>

Approaches for Consulting

Federchimica and Consorzio IBIS will support chemical companies interested to identify potential modal shifts by using the approach developed during the ChemMultimodal project. Logistics service providers will be asked to put forward multimodal solutions as for the consulting service meetings during the project. Bilateral meetings will follow the format of the consulting services: presentation of logistic service providers with multimodal services, discussion and networking with proposed solutions tailored to specific products. The latter is particularly important since the experience from the ChemMultimodal project indicates that different products impose different transport conditions. Modal shift proposals can be considered promising by manufacturers, and have chances of success, only if all the special needs of the products to be transported are clear to all parties and are taken in due account when proposing new multimodal routes.

Approaches for Use of Tool

The follow-up activities will adhere to the format of one of the tools: the consulting service. Additionally, the sessions will involve the use of the check-list of the Planning Guidelines, and the 'intermodal links' or 'railway tools' portals will be employed to support the visualisation of routes. The environmental effects of the possible modal shifts will be quickly quantified by using the CO₂ calculator.

Finance

Federchimica and Consorzio IBIS will promote multimodal transport and facilitate consulting sessions as part of their general activities which are funded from their own resources (own staff time).

Communication

Federchimica and Consorzio IBIS will continue to communicate about tools (esp. consulting services), positive experience with multimodal transport, and results of the project as part of their own general activities. Furthermore, Federchimica and Consorzio IBIS will inform chemical companies interested in multimodal transport about regulation and market developments.

Federchimica contact person: Dr. Francesca Belinghieri, logistic manager; tel +39 02 34565253; email: f.belinghieri@federchimica.it;

web: <https://www.federchimica.it/servizi/logistica/chemmultimodal>

Consorzio IBIS contact person: Dr. Barbara Tosi, General Director; tel +39 0321 697174;

email: direzioneibis@poloibis.it;

web: <http://www.poloibis.it/cgi-bin/archivio/CONTACT-POINT-CHEMMULTIMODAL38.asp>

Monitoring

Federchimica and Consorzio IBIS will keep track of the success of the multimodal proposals developed as a result of the consulting services carried out during the project follow-up. This activity will comprise using the CO₂ calculator.

II. Improvement of Framework Conditions

	Plan/strategy no.1
Name in national language	Protocollo d'intesa interregionale per la costituzione di una Cabina di Regia con finalità di coordinamento strategico e promozione del sistema logistico del Nord-Ovest
Name in English	Memorandum of Understanding to set up a “Control Room” to coordinate the strategies and the advancement of the logistics system in the North-West of Italy
Responsible entity for the plan's/strategy's draft	Regione Piemonte, Regione Lombardia, Regione Liguria Italian Ministry of Infrastructures and Transports (starting 2019)
Highest decision-making body approving the plan/strategy	Italian Ministry of Infrastructures and Transports (starting 2019) Regione Piemonte, Regione Lombardia, Regione Liguria
Internal / External Influence	External (indirect influence)
Geographical coverage (please select)	<input type="checkbox"/> Regional <input type="checkbox"/> Sub-regional/provincial <input type="checkbox"/> Local <input type="checkbox"/> Other, specify: supra-regional

Main topic of the plan/strategy	<ul style="list-style-type: none"> • Multimodal freight transport planning of infrastructures and development of regulation with the involvement of stakeholders jointly across the three North-Western regions of Italy. • The “Control Room” mentioned by the name of the strategy is a discussion and coordination table gathering the transport councillors of the Regions Piemonte, Lombardia, Liguria, now joined by the national Ministry of Infrastructures and Transports. <p>The strategy lays on the assumption that the three Regions, the Ministry and the companies managing the railway network will cooperate to effectively increase the transport of goods by rail, taking in the due consideration the relevance of a territory that is the natural crossroad for the freight traffic on the axis North-South and East-West. So, the new established Control Room agreed to confirm the main goal already defined on the occasion of the first meeting of the States General for the Logistics in North-West of Italy, held on April 2016 in Novara, that's to say the implementation of the interventions to adapt the railway network and yards to the technical standards required for the efficient interoperability between ports, inland terminals and final market destinations of goods.</p> <p>The North-West Italian Regions, gathered in a common decision entity working through a Joint Technical Secretariat, can now transform into effective initiatives a panel of 130 interventions planned to improve the railway transport of goods and specifically aimed at increasing the modal shift road - railway -short sea in the frame of the macro-regional territory.</p>
Other topics addressed	<ul style="list-style-type: none"> • Core network corridors • Alpine crossings • Ports and transport in their hinterland • Rail connections and terminals • Customs regulations • Incentives for sustainable freight transport
Year of its drafting	n/a
Year of its official issue	2015

Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	<p>The plan is scheduled to be revised in 2024.</p> <p>On 15.03.2019 representatives of the Regions Piemonte, Lombardia, Liguria met at the end of a public event to sign a joint declaration that:</p> <ul style="list-style-type: none"> • Stipulated the beginning of the involvement of the Italian Ministry of Infrastructures and Transports in the “Control Room” • Established regular stakeholders consultations along three strands: <ul style="list-style-type: none"> - multimodality and freight transport - new logistics for employment, development, and economic competitiveness - seaports, hinterland connections, operations and control optimisation <p>The documents signed on 15.03.2019 will be revised in 5 years and they are available (so far only in Italian language) at</p> <p>http://www.regione.lombardia.it/wps/portal/istituzionale/HP/DettaglioPubblicazione/servizi-e-informazioni/enti-e-operatori/trasporti-e-logistica/mobilita-delle-merci/pub-materiali-convegno-stati-general-nord-ovest-2019-infr</p> <p>The same event was the occasion to renew and extend a MoU between the same three Regions and the national rail infrastructure manager RFI that had been signed in 2016 to work together at defining, prioritizing and monitoring the improvement of different parts of the railway network, also considering the needs of freight transport. The new MoU signed on 15.03.2019 extends the participation to the joint working group to the Italian Ministry of Infrastructures and Transports and to Ferrovie Nord, that manages part of the rail infrastructure of the Regione Lombardia.</p>
Description of the main changes/actions proposed in result of Chem-Multimodal (if known)	<p>ChemMultimodal was the occasion to draw a special attention of the three Regions of the North-West of Italy to the logistics and transport of chemical goods. Direct involvement of Federchimica in the regular consultation activities related especially to “Multimodality and freight transport” will provide an agile way to flag up needs and issues pertaining to the transport of chemical goods. This will concern, but will not be limited to, transport by rail and motorways of the sea, as well as related terminals, since the three Regions aim at promoting sustainable freight transport.</p> <p>In particular, the results of ChemMultimodal will provide insights about issues and success factors concerning modal shift for the chemical industry.</p>
Other information	<p>A first result of the dialogue among Federchimica and the three Regions will be an effort to bring up-to-date the knowledge base about the situation of private railway sidings belonging to chemical industries.</p>

Plan/strategy no.2	
Name in national language	Ferrobonus
Name in English	Rail transport incentives
Responsible entity for the plan's/strategy's draft	Italian Ministry of Infrastructures and Transports Regione Piemonte Regione Lombardia Regione Liguria
Highest decision-making body approving the plan/strategy	Italian Ministry of Infrastructures and Transports Regione Piemonte Regione Lombardia Regione Liguria
Internal / External Influence	External (indirect influence)
Geographical coverage (please select)	<input type="checkbox"/> Regional <input type="checkbox"/> Sub-regional/provincial <input type="checkbox"/> Local <input type="checkbox"/> Other, specify: national
Main topic of the plan/strategy	<p>Shift of freight transport to rail. The incentive by the Italian Ministry of Infrastructures and Transports concerns rail transport in the whole of Italy. The incentives by each of the Regions Piemonte, Lombardia and Liguria top-up the national incentives for the part of the journeys on their territory (crossing traffic is excluded).</p> <p>Incentives relate to transport of goods by conventional rail or combined transport and require increasing volumes over the period of the incentives and sustain them for two years afterwards. In case the incentives benefit an MTO, the latter must pass on a part of the incentives to its clients in the form of a price reduction.</p> <p>Altogether, this strategy works to change the modal share in the same directions pursued by ChemMultimodal project.</p>
Other topics addressed	<ul style="list-style-type: none"> • Railway transport • Combined Transport
Year of its drafting	2016
Year of its official issue	2016
Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	2019 Continuation of the incentives is linked to their funding. Originally national incentives were funded for 2017-2018. Regional incentives cover the years 2018-2019 (Piemonte) and 2018-2020 (Lombardia, Liguria)

Description of the main changes/actions proposed in result of ChemMultimodal (if known)	Not known yet.
Other information	A concurrent but separate national incentive to rail freight is active as a rebate on access charges. The rebate applies all over Italy until 2019 (at present) and is higher in case of freight trains connecting the South of Italy.

Plan/strategy no.3	
Name in national language	Marebonus
Name in English	Motorways of the Sea transport incentives
Responsible entity for the plan's/strategy's draft	Italian Ministry of Infrastructures and Transports
Highest decision-making body approving the plan/strategy	Italian Ministry of Infrastructures and Transports
Internal / External Influence	External (indirect influence)
Geographical coverage (please select)	<input type="checkbox"/> Regional <input type="checkbox"/> Sub-regional/provincial <input type="checkbox"/> Local <input checked="" type="checkbox"/> Other, specify: national
Main topic of the plan/strategy	<p>Shift of freight transport to maritime transport. Incentives are proportional to the length of the road transport replaced by the maritime route. The incentives relate to the improvement of existing maritime transport services or the beginning of new ones for three years along a set of possible routes defined by the Decree defining the incentives.</p> <p>Altogether, this strategy works to change the modal share in the same directions pursued by ChemMultimodal project.</p>
Other topics addressed	<ul style="list-style-type: none"> • Maritime transport • Multimodal transport (Ro-Ro) • Maritime fuels • ITS
Year of its drafting	2016
Year of its official issue	2016
Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	<p>2019</p> <p>Incentives are active for two years starting December 2017.</p>
Description of the main changes/actions proposed in result of ChemMultimodal (if known)	Not known yet.
Other information	n/a

Plan/strategy no.4	
Name in national language	Boost on Rail
Name in English	Boost on Rail
Responsible entity for the plan's/strategy's draft	<p>At the current preparatory stage, Federchimica and RFC6, the Mediterranean Rail Freight Corridor, are drafting the project together. RFC6 is a European Economic Interest Group (EEIG), set up according to the requirements of Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010. Accordingly, RFC6 gathers all the rail infrastructure managers along the Mediterranean Corridor.</p> <p>Once the project will be successfully put forward for funding, the responsible entity will become the lead partner of the project (yet to be defined).</p>
Highest decision-making body approving the plan/strategy	<p>As a project preparation activity, the strategy will be approved by Federchimica and RFC6.</p> <p>It will be then put forward for funding from a suitable (co-)funding facility, which is to be defined, that will provide the final approval.</p>
Internal / External Influence	External (indirect influence)
Geographical coverage (please select)	<input type="checkbox"/> Regional <input type="checkbox"/> Sub-regional/provincial <input type="checkbox"/> Local <input type="checkbox"/> Other, specify: the initial geographical scope will be all of Northern Italy since it is the Italian area crossed by the Mediterranean Rail Freight Corridor. The project might then extend internationally along the route of the Mediterranean Corridor since chemical freight flows considered could be also international.
Main topic of the plan/strategy	<p>Shift of chemical goods transport to rail. The project will be designed so that the rail Infrastructure Managers along the Mediterranean Rail Freight Corridor (RFC6) will be able to characterize and deploy measures to increase chemical transport by rail. In more detail, the project is being designed along three strands of work:</p> <ol style="list-style-type: none"> 1) a survey involving stakeholders to understand factors enabling or discouraging the choice of rail and intermodal for chemical industry flows; 2) one or more pilots to test in the field the enabling conditions identified and monitor the results; 3) a phase of results' dissemination during which the partners will seek alliances with other Rail Freight Corridors, with CEFIC and with National Chemical associations to develop actions aiming at doubling the present rail share of chemical goods by 2025.
Other topics addressed	<ul style="list-style-type: none"> • TEN-T Corridors • Railway • Combined Transport
Year of its drafting	2018-2019
Year of its official issue	To be defined once a suitable funding source is identified and the project is funded. Hopefully 2020.

Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	n/a
Description of the main changes/actions proposed in result of ChemMultimodal (if known)	ChemMultimodal has provided a successful blueprint in terms of the organization of several entities of different kinds to work together and shift road transport to multimodal services. Additionally, ChemMultimodal provided a blueprint in terms of effective ways to have manufacturers considering multimodal transport instead of road-only routes. Following those blueprints, Boost on Rail puts together a federation of private manufacturers and an association of publicly owned bodies (the rail infrastructure managers) and takes up the idea of consulting events and pilots in order to identify chemical cargo flows that may be shifted to rail and test the rail based transport routes.
Other information	The idea for the project has been presented and discussed during the Rail Freight Day in December 2018 in Vienna. As a project preparation, this follow up Action will be carried out with Federchimica staff effort. EU funding will be sought via a suitable funding facility to carry out the actual project.