

# OUTPUT FACT SHEET

## Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	O.T1.3 - Regional priority lists of actions & Definition of policy measures
Responsible partner (PP name and number)	PP8 - ITL Foundation PP10 - Emilia-Romagna region
Project website	<a href="http://interreg-central.eu/reif">interreg-central.eu/reif</a>
Delivery date	November 2021

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

The Emilia Romagna region has an important and extensive integrated intermodal platform and the main logistic nodes are widespread throughout the territory. Despite these results, the regional intermodal transport sector does not realise its full potential. This is due to several concomitant factors:

- sub-optimal accessibility
- Average cost of road transport is still lower than the cost of the rail freight transport.
- the average size of firms within Emilia Romagna is not a booster of railway intermodal freight transport.

As mentioned before, the freight transport network is extensive but it is still affected by infrastructural bottlenecks that limit its potential, especially in the Ravenna Port, one of the key nodes of the regional logistic platform.

The priority list of actions is based on the findings obtained in the studies carried out in the previous activities of WP.T1 and it aims to overcome the bottlenecks and barriers that affect the further development of regional freight rail transport. The actions included in the priority list fall in the following priority areas: infrastructure and legislation/administration.

The first area includes actions focused on the improvement and the strengthen of the freight railway network between

- the most important industrial districts of the region,

- the main transport corridors of the Region (TEN-T corridors),
- the Ravenna Port and
- other reference ports located outside the region.

In the legislation and administration area, the actions regard:

- regional incentive law for freight transport
- establishment of Simplified Logistic Zone (ZLS)
- financing of ER.I.C. clusters and training activities

All the actions fall in the transport regional planning policies (PRIT 2025) and in the business plan of the railway network manager. The investments total more than 300 million Euro and are proposed to be accompanied by training and networking activities. Responsibilities for the realization of proposed measures rests with national and local railway infrastructure owners, national, regional and local public authorities, as well as further members of the regional logistics cluster (ER.I.C.).

The results of prior analyses have been discussed with REIF's transnational consortium and were subject of a benchmarking work paper that had put all previous learning into perspective. REIF partner meetings were used to exchange first sets of action proposals and their potential contribution to achieve a growth of rail freight transport. The finalized priority list and identified policies for their realization represent the final results of REIF's WP T1 which was dedicated to analyses and the establishment of concepts for action. Decision-makers within the partner institutions are addressed and empowered with a more profound understanding of the current situation of rail freight transport and investments required. The priority list of actions and identified policies will further be addressed through REIF activities in WP T3 where a Regional advisory board is created to elaborate a Road map for the realization of proposed actions.

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

The Priority list of actions and Definition of policy measures are based on prior analyses realized in REIF's WP T1, notably a Baseline study, a Market potential study and a Bottleneck analysis. The results of these analyses have been discussed with the transnational partners of REIF and are summarized in a Benchmarking work paper. The Priority list of actions suggests medium and long term investments to promote the growth of rail in the modal split in the transportation of freight. The defined policy measures indicate corresponding programmes and policies where proposed actions are to be anchored.

The proposed actions are based on detected bottlenecks and unrealized market potentials and are addressed to regional decision-makers. Through the Priority list of actions and Definition of policy measures decision-makers receive a comprehensive overview on required investments for further consideration. The list will furthermore be addressed by REIF activities in WP T3 where proposed actions are to be discussed with stakeholders and key actors forming a Regional advisory board. That process is leading to a Roadmap defining how proposed actions will be uptaken on an institutional level.

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

The Priority list of actions and Definition of policy measures is addressed to decision-makers of rail freight transport and related investments. Stakeholders and other key actors will benefit from the document as it forms the basis for further discussion in a Regional advisory board (to be created in WP T3 of REIF) and for the elaboration of a Road map. The list's added value is its rooting in the outcomes of previous analyses and transnational exchange.

The process of the list's unbiased elaboration through a Baseline study, a Market potential analysis and Bottleneck analysis accompanied by transnational exchange and discussion is suitable for any other Central European region aiming at increasing rail freight transport. Related methodologies for studies and analyses have been published on the REIF website.

In order to elaborate a priority list of action in another regions, firstly an in-depth analysis of the context has to be carried out, including also the identification of main needs and opportunities together with the regional stakeholders.

#### 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.T1.1.5 Regional baseline study
- D.T1.2.3 Market potential analysis
- D.T1.3.3 Regional catalogue of bottlenecks
- D.T1.4.2 Priority list of actions and cost estimates
- D.T1.4.3 Definition of potential policy measures

Download link for the above-mentioned documents: <https://www.interreg-central.eu/Content.Node/REIF/Regional-Strategy-Output-Emilia-Romagna.zip>

- D.T1.4.1 Benchmarking work paper ([https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-\(All-Regions\).zip](https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-(All-Regions).zip))

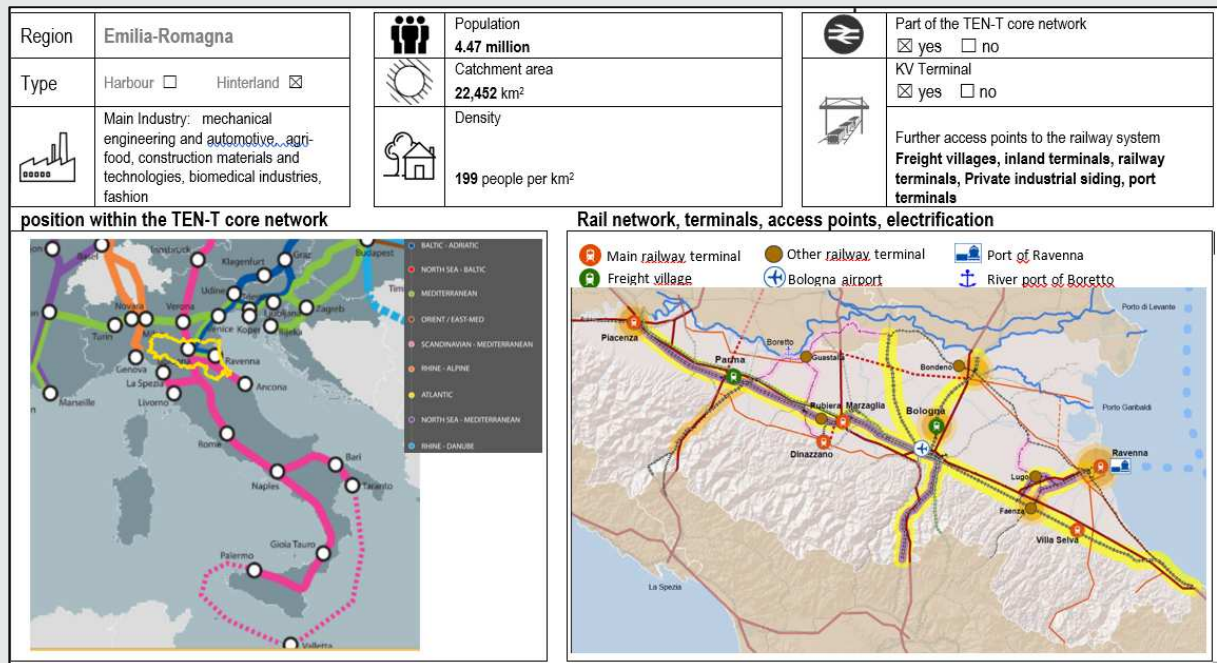


Figure 1 - Factsheet of Baseline study

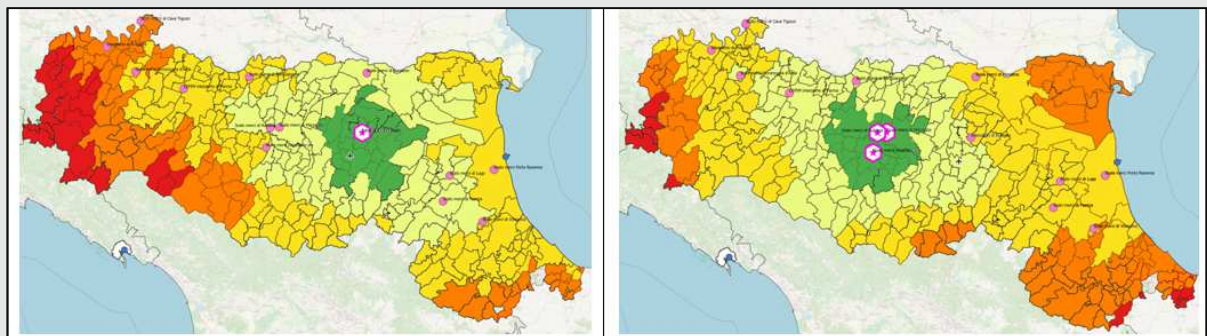


Figure 2 - Connectivity (“adjusted” travel time in minutes) for some regional intermodal nodes (Market potential analysis)

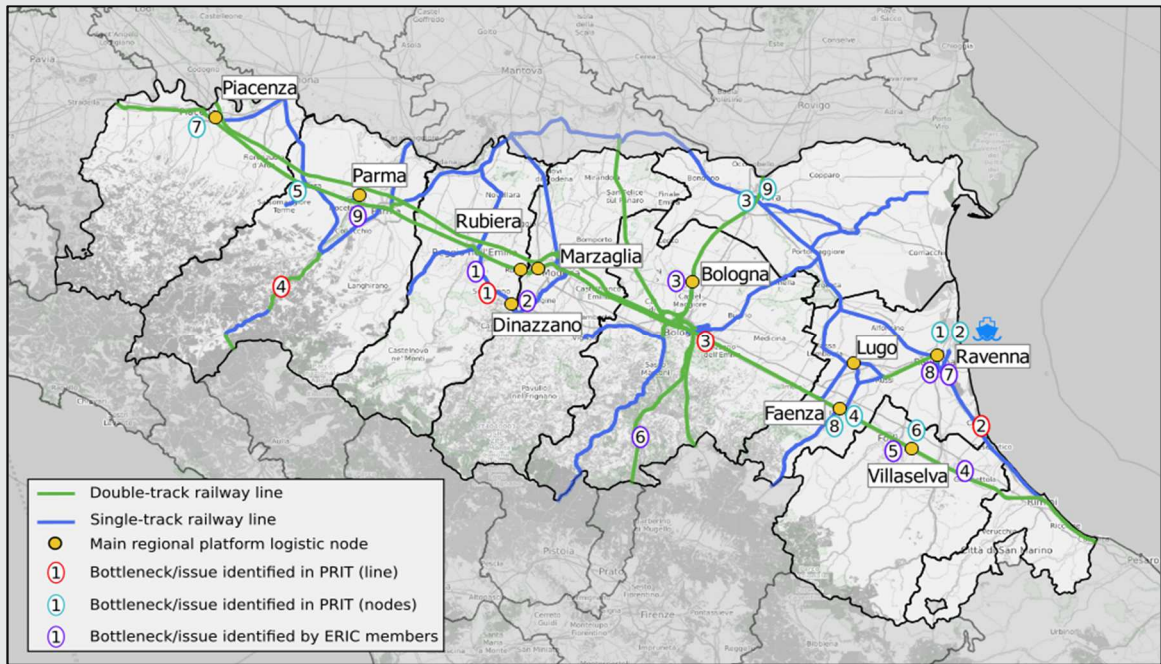


Figure 3 - Bottlenecks' overview (Regional catalogue of bottlenecks)