

PILOT ACTIVITY CONCEPT & LAUNCH REPORT

D.T2.3.3. PILOT #8

Work paper

Version 2.0
09.2020

PP involved	Fondazione ITL (PP8), Regione Emilia-Romagna (PP10)
Timescale (start/end date)	June 2020 - April 2021
Main actors/stakeholders involved	<p>Main actors: Emilia-Romagna Region, ITL Foundation</p> <p>Stakeholder involved: member of cluster ERIC, logistics operators, MTOs, and road hauliers (see Deliverable D.T2.3.4)</p>
Pilot action launch <i>Please describe when and how the pilot action was launched</i>	The Pilot Action was launched in June 2020 with the start of a series of video calls between per PPs involved and the Pilot Action contractors to define in detail how it will be carried out.
Description of the activities to be done within the pilot action	<ul style="list-style-type: none"> Investigation on third party road transport networks Investigation on freight flows that can be bundled and attracted to rail via a multimodal terminal located in Emilia-Romagna Application of the model upgrade in Pilot Action #5 to investigate the potential of new rail services Take in feedback from Market Players and refine the investigation on the potential of new rail services
Expected results	<ul style="list-style-type: none"> Improved understanding of the actual functioning of road transport in Emilia-Romagna Identification of on freight flows that can be bundled and attracted to rail via a multimodal terminal located in Emilia-Romagna Identification of the potential of new rail services from terminal located in Emilia-Romagna
Potential risks of the successful outcome of the pilot action and the adopted strategies to overcome them	<ul style="list-style-type: none"> Lack of information regarding the detailed functioning of road transport in Emilia-Romagna. Mitigation measure: detailed collection of public information on which road liner services can be estimated



1) Introduction

Pilot action 8 is aimed at developing possible innovative solutions for identifying and attracting traffic volumes related to regional intermodal nodes and their *catchment areas*.

This will allow us to contribute, through a better knowledge of the current market environment (intermodal supply and demand) and the application of the updated regional model, to the identification of potential new rail services between nodes of the Emilia-Romagna region and medium-long-distance services with connection between other nodes and regional contexts.

2) Pilot action description

The pilot action has started in July and the development of the possible innovative solutions be completed by the middle of November.

It will involve the working group described in the deliverable DT.2.2.4, which will be asked about identifying the elements of greatest interest in identifying the development potential of intermodal freight transport at regional level.

The action can still be based on the availability of the updated regional model as described in deliverable DT 2.2.3. The update includes specific insights aimed at building future scenarios in terms of:

- integration with the policy framework for upgrading the rail network on the routes of interest for the Emilia-Romagna region;
- identification of "bottlenecks", infrastructural and functional
- development of alternative or complementary action scenarios.

From an operational point of view, the assessment of the potential for the transfer of traffic to rail transport will be carried out by the following steps:

- a) contact with the working group, through questionnaires or short interviews, aimed at appreciating the main opportunities for the development of intermodal trades, in terms of industrial supply chains involved and associated service logics;
- b) expert analysis of the O/D matrices for individual goods and modes of transport, with sensitivity assessment of the transport costs of rail and/or intermodal services, in order to identify the routes and the product categories which can more easily be diverted by new services;
- c) discussion of the potential traffic framework within the study group;
- d) definition of innovative supply schemes, for example through the production of multiterminal liners trains;
- e) construction of action scenarios;
- f) simulation of action scenarios;
- g) evaluation of final results.

3) Conclusion

The expected results of this pilot action are essentially two:

- identification, at the O/D matrix level, of the most promising routes for the development of intermodal freight transport within the boundaries of Emilia-Romagna;
- assessment of the potential for some possible alternative supply schemes.