

COPING WITH FUNDING NEEDS & ENSURING FINANCIAL SUSTAINABILITY, POLICY MEASURES - D.T3.2.5

PP8 - ITL FOUNDATION AND PP10 - EMILIA-ROMAGNA REGION

Work paper

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1) Introduction

The priority list identifies the actions to overcome of 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 (to increase by 2025 the modal share of rail freight transport by +30%, with a minimum modal share of 13%).

The priority list of actions is based on the findings obtained in the studies carried out in the previous activities of WP.T1. All the actions are also in line with the regional and national policies, aiming to support and promote the rail freight transport.

2) Funding needs and financial sustainability

Number and name of intervention: A.3 Doubling of railway line between Parma and Vicofertile stations and upgrading of Parma station	
Priority area <i>Indicate the priority area of the intervention</i>	Transport infrastructure
Total cost to realize the measure/intervention	247.000.000 €
State of financing <i>Please indicate the percentage of the cost already financed</i>	100%
Financial scheme <i>Please indicate the sources of funding? (European, national, regional...)?</i>	National funds RFI investment plan
Policy measure <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	Policy measure: support the diversion from road to rail of the freight coming from the Ceramics and Tiles District of Emilia-



	Romagna to the export market through the ports of the Tyrrhenian Sea Regulatory action: Emilia-Romagna region has a supervisory role
Possible obstacles <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	Design and construction phase may represent obstacles that slow down the realisation of the action
Responsible entity <i>Who is the responsible entity for the realisation of the actions?</i>	Ministry of Sustainable Infrastructures and Mobility, RFI (Rete Ferroviaria Italia)
REIF partner contributions <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	The actions that may be taken by the Emilia-Romagna region (as supervisory role) are: request of funding availability; consultation with local authorities and Liguria Region; participation to possibly design working group; verification of phases and timing of the project and coordination of transitional and/or compensatory works.

Number and name of intervention: B.1 Regional law on incentive for regional rail transport LR30/2019	
Priority area <i>Indicate the priority area of the intervention</i>	LEGISLATION
Total cost to realize the measure/intervention	3.000.000 € [2020-2022] (1.000.000€ per year)
State of financing <i>Please indicate the percentage of the cost already financed</i>	30% (first year)
Financial scheme <i>Please indicate the sources of funding? (European, national, regional...)?</i>	Regional funds (<i>bilancio regionale</i>)
Policy measure <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	Policy measure: Support the growth of the rail freight modal share, reducing the total cost for new rail freight service Regulatory action: Approval of funding scheme by the Regional Council of Emilia-Romagna region following the European commission's decision about the Notification of a State aid scheme.
Possible obstacles <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	In case of a serious shock for the economy and for the industrial production. As noted during the COVID-19 pandemic, a rigid scheme incentive scheme may not allow the beneficiaries of the law to meet the traffic forecast projected in the submission and it will probably lead to a cut of the grants.



Responsible entity <i>Who is the responsible entity for the realisation of the actions?</i>	Emilia-Romagna region
REIF partner contributions <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Thanks to the technical activities carried out during the Regional Advisory Boards, Emilia Romagna Region (PP10) and ITL (PP8) are working on the definition of the guidelines for the next regional law on incentive for freight rail transport that could be approved in the next two years.

Number and name of intervention: C.3 Establishment of Simplified Logistic Zone (SLZ)	
Priority area <i>Indicate the priority area of the intervention</i>	LEGISLATION
Total cost to realize the measure/intervention	7.000.000 €
State of financing <i>Please indicate the percentage of the cost already financed</i>	0%
Financial scheme <i>Please indicate the sources of funding? (European, national, regional...)?</i>	Regional funds (<i>bilancio regionale</i>)
Policy measure <i>Please indicate the policy measure, the regulatory action or the funding schemes supporting the measure /intervention</i>	<p>Policy measure: improve condition in terms of mobilising new investment in the Simplified Logistic Zone (SLZ¹) to be deployed by local companies as well as attract additional foreign direct investment (FDI)</p> <p>Regulatory action: The design of ZLS and the Strategic Development Plan have to be approved by the Regional Council and by the Legislative Assembly of Emilia-Romagna. Once that the documentation will be evaluated by Italian Government, the SLZ is established by decree of the President of the Council of Ministers.</p>
Possible obstacles <i>Please indicate which are the possible obstacles that may slow down the realisation of the actions (eg. financing might not be granted or legislators might not approve financing)</i>	In October 2021 the regional government bodies should approve the Strategic Development Plan of the regional ZLS. Then the Plan will be sent to the Italian Government for its establishment. If major changes will be asked during the approval by regional government bodies, the realisation of the action may be delayed.
Responsible entity <i>Who is the responsible entity for the realisation of the actions?</i>	Emilia-Romagna region and Steering Committee. The Steering Committee (SC) of SLZ shall be chaired by a special commissioner of the Italian Government and it is composed by the president of Ravenna Port Authority and by a

¹ SLZ is a precise geographical area, even formed by separate areas, which includes at least one port area that meets the characteristics laid down in Regulation (EC) No 1315 (Ravenna Port for Emilia-Romagna region). Selected areas shall be industrial and logistics site and they may not be adjacent each other but they must have a functional or economic connection with the port area.



	representative of: Emilia-Romagna region, Presidency of the Council of Ministers, Ministry of Infrastructures and Sustainable Mobility. The role of the SC is to monitor the proper implementation of the SLZ and to monitor its performance according a number of KPIs established in the Strategic Development Plan
REIF partner contributions <i>How can the REIF project partner(s) contribute/ensure that these efforts are taken?</i>	Emilia Romagna Region (PP10) and ITL (PP8) have actively worked in the drafting of the Strategic Development Plan of the regional Simplified Logistic Zone. The members of Emilia-Romagna Intermodal Cluster (ER.I.C), that are members also of the REIF's Regional Advisory Board, were also involved in the pathway of SLZ.

3) Conclusion

The financial sustainability of the action should be ensured because all the actions proposed have already totally or partially been funded (Action A3: national funds or Action B1 - first year: regional funds) or they are going to be funded by regional funds. Possible obstacles may cause delay in their implementation or, in the case of incentives law, the cut of planned grants. Regulatory and supervisory role of Emilia-Romagna region, even with the support of ITL Foundation, will be necessary to realise all the actions included in the Roadmap.