

STRATEGIC INTERCHANGE
BETWEEN SEA AND RAIL FREIGHT:
WHAT'S NEW?

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The Re-launch of Italian Rail System

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Preamble:

- I will focus my speech on the situations existing before the realization a rail service that is the being of Rail System itself.
- I will work out my address especially on:
 1. Presentation of ASSOFERR
 2. The Italian market of rail freight
 3. Criticality Analysis of the rail system
 4. The re-launch of Italian Rail System by: «The Rail Freight Growth»

Who is ASSOFERR:

- ASSOFERR is an Association born 2000 from the joining of other historical Associations of the sector. Today ASSOFERR has 40 members.
- ASSOFERR represent of all Operators of rail freight chain excluding the Railways Undertakings. ASSOFERR represents especially:
 - Wagons and Intermodal Transport Units keepers
 - Entity in Charge o Maintenance and Workshops
 - Operators of Conventional Rail Transport
 - Operators of Intermodal Transport Sea – Rail and Road - Rail
 - Managers of Last Miles Services (Shunting, Terminals, Logistic Platforms. Etc.)
- ASSOFERR is member of other Italian and International Associations and Confederations ASSTRA, CONFETRA, EIA, The Sustainable Development Foundation and UIP)
- ASSOFERR members represents an average annual turnover of 750 Mio Euros with around 2.000 employee and others of the partner companies and customers. ASSOFERR members generates around 1.000.000 of rail transport per year buying about 400 Mio Euros of rail traction.
- ASSOFERR for its Institutional activities has relationships with sector Ministries, the Infrastructure Manager RFI, the National Safety Authority ANSF and the new born Regulatory Body ART.

The Rail Freight Market in Italy:

In addition of ASSOFERR members the rail freight market include also Railway Undertakings with regular safety certification for rail freight.

- 17 only for freight
- 8 for passengers and freight

Data of rail freight traffic in Italy in the last years
Estimated by:

	TRAIN KM
2008	65 Million
2009	44 Million
2010	41 Million
2011	39 Million
2012	38 Million



	TRENITALIA CARGO	OTHER RUs
Estimation Traffic Share-out	70%	30%

Critical points of Italian Rail System:

- The Rail Freight traffic in Italy reduced by 50% in the last 5 years.
- The reasons are to be found in the economical crisis (lack of rail transport for goods traditionally oriented to rail as steels, automotive, dangerous goods, etc.) but especially for structural deficiencies of Rail Freight system:
 - Liberalization process not fully realized.
 - Lack of support policy of rail freight and only attention toward high speed for passengers.
 - Surplus of State aid to competitors of other modality that create alteration of market instead to finalize a real modal integration need to develop advanced logistic practices for all players.
 - Difficulty of start-up for the new incumbent.
 - Several bottlenecks in the Rail Infrastructure (inadequate gauges, no high loading or length for trains.
 - Too much bureaucracy in the Safety process (than not means more safety) and in the relationships with other subjects as: Ports, Customers, etc.,
 - Reluctance of Industry and Distribution services to embrace logistic projects based mainly on use of rail.

A special focus on:

- Shortage rail infrastructure inside the ports.
- Need to liberalize the shunting operation in the ports to make them cheaper and more efficient (today in some cases the cost of shunting amounts over the 35% of the total cost of the transport).
- Need to streamline the custom operation to allow a fast dispatch of freight by rail in dedicate corridors in consideration also the starting of pre-clearing experimentation when the ships are approaching port.

The re-launch of Italian Rail System: «The Rail Freight Growth»:

- ASSOFERR started by the convincement that a modern and efficient rail System can be winning to re-launch Italy and its Industrial and Commercial System.
- To obtain this goal it is necessary a real rail politic of freight and conform financial and economic support measures.
- Economical and Financial measures would not be additional costs for the community but instead a saving considering the difference of external cost between railway and other modality. Using rail for freight the saving could arrive to reach several hundreds of Million Euros.
- Then ASSOFERR prepared a proposal with already a structure of law with measures to re-launch the Italian Rail System called: “The Rail Freight Growth”
- Some proposals regard: Establish a permanent Committee for Rail Freight, multi-year plan for terminals and sidings, financing removal of infrastructure bottlenecks, technical upgrade of wagons and a consortium to move wagons in workshops, economical supports for rail transport.
- The project has been collect from several members of Transport Commission of Italian Parliament and transformed in a bill: 1620 presented last 25 September 2013 and now waiting discussion.