

# Mobilità

## Progetto europeo Reif, nuovo incontro on line il 23 marzo. Aperte le iscrizioni

'National stakeholder workshop' su decarbonizzazione dei trasporti e potenziamento ferroviario


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La costruzione di un sistema di trasporto merci più sostenibile ed efficiente dal punto di vista energetico ed economico è uno dei principali temi di confronto tra la domanda industriale e l'offerta intermodale.

Nel quadro delle politiche nazionali ed europee, qual è il reale livello di attrattività del trasporto merci su rotaia e quali sono i fattori chiave per sostenere il ri-orientamento modale dei flussi?

A questo ed altri approfondimenti verrà dato spazio nel corso del National Stakeholder Workshop del progetto Interreg Central Europe **Reif - Regional Infrastructure for Rail Freight Transport revitalised**.

Appuntamento on line il prossimo **23 marzo 2022 alle 15**.

- > [Programma](#) (  [2.15 MB](#) )
- > [Per registrarsi](#)
- > [Informazioni sul progetto Reif](#)

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## Progetto europeo Reif, conferenza finale on line il 9 marzo per fare il punto sul trasporto ferroviario delle merci

Stato dell'arte, buone pratiche apprese, sfide future e conferimento del premio "Shift to rail". Aperte le iscrizioni

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Incrementare il **trasporto ferroviario delle merci** a beneficio della sostenibilità ambientale è una delle principali sfide per raggiungere gli obiettivi del Green Deal nel settore dei trasporti e una delle questioni chiave dell'Anno europeo delle ferrovie.

Il progetto Interreg Central Europe **Reif**, al quale partecipano **Regione Emilia-Romagna e Itl - Istituto per i trasporti e la logistica**, si

concentra sul potenziale ferroviario non ancora sfruttato, analizzando le azioni e le infrastrutture regionali, identificandone i limiti ed elaborando misure efficaci per preservare i collegamenti esistenti o addirittura per riqualificare i binari chiusi.




L'esperienza di quasi tre anni del progetto Reif, in cui hanno interagito Italia, Austria, Croazia, Germania, Slovenia e Polonia, viene descritta nel corso della **Conferenza finale**, in programma per il **9 marzo 2022** dalle 9 alle 13 in un **appuntamento on line** organizzato da Itl. Le analisi svolte, le lezioni apprese, le buone pratiche emerse verranno riepilogate con l'intento di trasferirle ad altre regioni europee.

La voce delle associazioni internazionali che rappresentano gli attori del settore si unirà al dibattito per approfondire lo stato dell'arte e le loro prospettive su come affrontare queste enormi sfide.

L'evento rappresenterà anche l'occasione per la **cerimonia di premiazione di 'Shift to Rail'**, iniziativa lanciata lo scorso anno per valorizzare le migliori pratiche riguardanti azioni pubbliche, misure e politiche implementate o in fase di attuazione che hanno prodotto risultati di rilievo nella promozione del trasporto merci su rotaia.

> [Iscrizioni](#)

> [Programma](#) (  [1.03 MB](#) )

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## Reif european project, join the Transfer Conference and Award Ceremony of the Shift to Regional Rail Award!

Online, 9th March 2022. Informations and link to subscribe

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**Shift to rail** is one of the main challenges to reach the Green Deal objectives in transport and one of the key issues in the European Year of Rail. However, a modal shift towards rail has not occurred, neither in passenger nor freight transport where is too low and basically stagnated – Rail Market Monitoring 2021.

To reverse this negative trend huge investment programs and strategic actions and roadmaps are under implementation with a focus on main corridors and, complementary to them, the INTERREG Central Europe **REIF Project** focuses on leverage the rail potential still unexploited analysing regional potentials for rail freight transport, identifying infrastructural bottlenecks and effective measures for either preserving vulnerable connections or even redeveloping closed tracks.

During the **Transfer Conference** we'll go through the existing and future international policies and measures to accelerate the modal shift and through the REIF project actions implemented; furthermore the voice of the international associations representing industry players will join the debate to deepen the state of the art and their perspectives on how to face these huge challenges.

The event will be also the stage for the **Award Ceremony of the Shift to Regional Rail Award**: we'll meet the best practices selected concerning public actions, measures and policies implemented or under implementation that produced outstanding results and achievements in promoting rail freight transport.

> [More informations](#)

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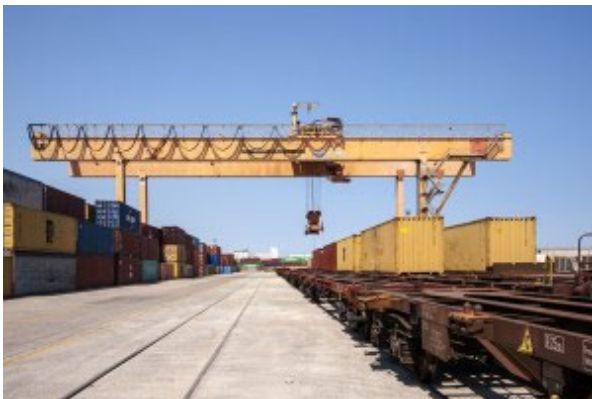
## Sharing best practices: REIF Shift to Rail regional award 2021

The application form is open until the 15th December 2021

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The EU Commission has the ambition to increase the modal share of rail freight transport to 30% by 2030 as one of the best solutions for decarbonizing the transport sector in Europe.

Rail freight transport has a growing importance in the political agendas of EU regions as it rises manifold challenges related to transport emission reduction, environmental protection and energy consumption.



Rail freight is particularly well placed to reduce Europe's dependence on imported fuels, due to its high energy efficiency and major reliance on electric energy. Rail freight can support Europe's competitiveness if the right framework conditions are set in place.

Many public authorities have played, and will play, a key role in developing measures and actions aimed to increase the rail freight modal

share (19% average percentage in EU) contributing to drastically reduce the negative impact of freight transport, through innovation and a more balanced transport mix.

Developing an efficient rail freight transport system has nevertheless become an increasingly complex task for policy makers, which deals with infrastructural development, spatial and transport planning, and governance consolidation. In addition, policy makers involved in this field are requested to push digital and green innovation in the rail freight supply chain and the consolidation of positive working conditions, equal opportunities and the protection of health and safety of rail freight workers.

In particular, the present EU scenario for rail freight transport calls for public actions such as:

- Improving the rail transport infrastructure removing the existing bottlenecks (i.e the lack of capacity of the main railway lines and in the main intermodal hubs)
- increasing the railway connection between ports and hinterlands to foster the creation of an integrated network of ports and intermodal hubs;
- Improving connections among rail-road terminals and increasing the number of multimodal logistic platforms, connected to the railway network
- Supporting the modal shift from road to sustainable railway services through dedicated financial supporting schemes;
- Improving rail freight transport planning in CE Regions;
- increasing technological innovation on rail freight supply chain to improve safety and efficiency;
- fostering public-private cooperation and stakeholders' coordination to design policies and solutions implementation for rail transport sector

The REIF Shift to regional rail – Award aims at sharing best practices and at providing an opportunity for communication and knowledge exchange among regions and local contexts all over the EU regarding policies to support rail and intermodal freight transport.

The focus of the award is on best practices concerning public actions, measures and policies, which have been implemented or which are under implementation by Regional government and which produced outstanding results and achievements in promoting rail freight transport.

All the regional policies that could help shift freight from road to rail can be candidate to REIF Shift to regional rail – Award, this means that policies can range from infrastructural improvements to incentive policies for modal shift to education and communication campaigns related the importance of rail freight sector.

The award is promoted by the Institute for Transport and Logistics (ITL) through the REIF Project, funded under the Interreg Central Europe Programme

The award will be assigned on the basis of four basic criteria:

- **Comprehensiveness of policy actions** – The extent to which the regions have developed a system of policies aimed at rebalancing modal share.
- **Commitment to future actions** – The extent to which the regions have planned the development or enhancement of its regional rail freight transport modal share.
- **Business model & Public – private cooperation** – The extent to which the regions are engaged in dialogue and cooperation with public and private stakeholders to define

policies.

- **Transferability of actions** – The extent to which the actions delivered can inspire and inform actions in other European regions.

#### Who can apply

Given the overall goal of Central Europe programme, and the ratio of the REIF project to improve policy capabilities to support rail freight transport, REIF Shift to regional rail – Award is open to public authorities and bodies governed by public law (according to Directive 2004/18/EC) in the eligible area of Central Europe programme which covers the whole territory of the European Union with its 27 Member States – including insular and outermost areas.

The REIF Shift to regional rail – Award is structured in two categories:

1. **EU REGIONS** or other **PUBLIC BODIES**: applicants to this category can apply because they have approved measures and policies focusing on rail-intermodal transport in Eu territory.
2. **Technical Agency** – Policy advisor of EU Regions: applicants to this category can apply thanks to the development of studies, analysis and policies support provided to public bodies, focused on rail-intermodal transport in EU territory.

Winners will be recognized as examples of excellence for inspiring other regions and local contexts and stimulating further development of rail freight transport.

One winner for each category will be awarded.

**The award ceremony will take place online due to the covid restrictions at the planned forthcoming REIF Transfer conference in Bologna (Italy) in February 2022.**

#### Evaluation

The evaluation is carried out by the REIF Award Commission. It is composed by technical experts in the freight rail transport from the following REIF partner organisations: Regione Emilia-Romagna (IT), Institute for Transport and Logistics Foundation (IT), Thuringian Ministry for Infrastructure and Agriculture (DE), and Intermodal Transport Cluster (HR).

The REIF Award Commission will qualitatively assess on a scale, which range from 1 to 5 the quality of all submitted applications for both categories according the criteria mentioned above.



## Timing & Application Form

To participate at the REIF Shift to regional rail – Award applicants are requested to fill in the on-line form available below exclusively in English. Considering that the commission is composed by Organizations from different Countries we can't accept applications in other languages.

Please also indicate or upload in the last part of the on-line form any supporting documents (always in English language) that you providing with the application.

Please fill in all the sections of the application in English (applications in other languages will not be considered) and send it by e-mail with all necessary additional materials to: [reif@fondazioneitl.org](mailto:reif@fondazioneitl.org)

Applications can be sent not later than **15th December 2021 h. 23.59 CET (Central European Time)**.

Applications received after the deadline are not accepted.

No paper version of the application is needed.

For more information write an e-mail to [reif@fondazioneitl.org](mailto:reif@fondazioneitl.org)

## Concluding remarks

The REIF Shift to regional rail – Award does not consist of any type of monetary prize and does not want to give any type of economic advantages to the applicants and winners. It is a no-profit initiative. No financial or contractual obligations will arise for the REIF partners by the application to the award.

> [Go to the application form - Institute for Transport and Logistics \(ITL\) website](#)

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## Trasporto ferroviario delle merci, nasce l'Alleanza regionale tra imprese e istituzioni

Corsini-Colla: "Collaborazione strategica, tra innovazione e rispetto per il clima"

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Imprese e Regione insieme, per trovare **soluzioni innovative**, sviluppare **accordi** tra enti pubblici e società di logistica e condividere **buone pratiche** per sviluppare un **trasporto ferroviario delle merci** sempre più **efficiente ed ecocompatibile**.

Sono questi i temi al centro dell'**Alleanza regionale per il trasporto ferroviario delle merci**, che è stata presentata oggi nella sede dell'Emilia-Romagna all'interno del convegno organizzato da Regione e Itl (Fondazione istituto sui trasporti e la logistica), per ascoltare le testimonianze delle **principali realtà imprenditoriali** del territorio regionale e, in linea con quanto previsto dal **progetto europeo Reif** (Regional Infrastructure for Railway Freight Transport revitalised), continuare a sviluppare la collaborazione avviata dal cluster intermodale regionale, ER.I.C. (**Emilia-Romagna Intermodal Cluster**).

Un'alleanza di visione che promuove quindi la **sinergia tra i principali hub logistici pubblici e privati** che fanno parte di ER.I.C. - Autorità di sistema portuale del mare Adriatico centro settentrionale, Cepim spa, Dinazzano Po spa, Interporto Bologna spa, Terminal Rubiera srl, Lotras spa, Terminali Italia srl Gruppo FS, Hupac spa, Sapir spa- e le più importanti **aziende del territorio** che utilizzano la piattaforma intermodale.

L'obiettivo è sviluppare nuove partnership, ricercare soluzioni condivise in grado di promuovere un trasporto ferroviario delle merci sempre più **efficiente e in linea con gli asset di innovazione** e miglioramento della **qualità dell'aria** fissati dal **Patto per il Lavoro e il Clima** e condivisi dalle politiche nazionali e comunitarie.

Al convegno, cui sono intervenuti l'assessore regionale alle Infrastrutture e Trasporti, **Andrea Corsini**, e l'assessore regionale al Lavoro e Sviluppo economico, **Vincenzo Colla**, erano presenti anche i rappresentanti di **Barilla, Marazzi, P&G, Caviro, Terre Cevico, Conserve Italia, Kerakoll, Marcegaglia e CNH** che hanno illustrato i loro progetti aziendali di riduzione dell'impatto ambientale incentrati sui trasporti.



“Comincia un’alleanza che stimola la collaborazione tra imprese e istituzioni che vogliamo sostenere- sottolineano **Corsini e Colla-**, perché dall’ascolto di alcune delle più efficienti realtà della manifattura regionale che utilizzano i servizi di trasporto ferroviario del nostro cluster, parte un lavoro di squadra che ci porterà a sviluppare un sistema di movimentazione delle merci su rotaia sempre più compatto, strategico e con una forte spinta verso la qualificazione di un sistema di logistica e trasporti sempre più sostenibile ambientalmente e socialmente, e che sia in grado di aggredire tutte le sacche di illegalità”.

“Quello dei trasporti- continuano gli assessori- sarà infatti uno dei settori chiave per raggiungere gli obiettivi di sostenibilità ambientale fissati dal nuovo Patto per il Lavoro e per il Clima, in una Regione come l’Emilia-Romagna che, nelle politiche d’incentivo al trasporto ferroviario, è stata pioniera e vuole continuare ad esserlo”.

- > [Informazioni sul progetto Reif](#)
- > [Informazioni sul cluster Eric](#)
- > [Fondazione Istituto sui trasporti e la logistica](#)
- > [Leaflet azione pilota 2 \(📄 257.57 KB\)](#)

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# Mobilità

## European Reif project on rail freight transport, our focus on the state of the art goes on

Pilot actions 5 and 8 promote a new regional model to transfer flows from road to rail and to support the development of sector policies

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To develop and update the **regional transport model** for Emilia-Romagna and use it to test possible actions to **overcome the current bottlenecks** affecting the rail freight network in the region but also in its connections with the national and trans-European rail network.



With this objective, **ITL Foundation (Institute for Transport and Logistics)** and **Emilia-Romagna Region** are working on **pilot action 5** of the european Reif project, using a particularly **innovative freight transport simulation system**, especially in terms of

defining the demand for goods, describing transport procurement and simulating the modal split.

The first makes a clear distinction between freight generation (FG) and freight traffic generation (FTG) approaches; the second is closely linked to the various logistic networks that operate on the regional territory; the third has become part of the more general joint choice of transport service and shipment size, following the well-known Harris formula based on Total Logistics Cost (TLC).

Pilot action 5 integrates **8**, aimed at identifying those volumes of freight traffic, relating to regional intermodal nodes and their basins, which can be moved by rail.

### Regional context

Emilia-Romagna has a highly specialized production system, made up of **424,000 companies**, mainly small and medium-sized enterprises, 50,000 of which operate in the manufacturing macro-sector.

The rail / road modal split for regional freight transport is about 11-89%, for national traffic, while for traffic coming from the region it is 14-86%. An evident imbalance, so the question is: is there the possibility of transferring long-distance flows **from road to rail**? To evaluate the activation of medium-long distance railway services, the regional freight transport model will be used, being updated with pilot action 5.

The study also deepens the analysis from the point of view of the **categories** of goods, some of which are suitable for rail transport but still use road transport.

### Expected results

Once all the data processing has been implemented, the technical departments and decision-making levels will be able to count on an **updated regional freight transport model**, essential for evaluating policy planning actions on possible future infrastructural and market scenarios.

In particular, regional planners, in deciding **strategies and investments**, will have an evaluation of the impact of new railway services on the modal split.

- > [Reif official website](#)
- > [More information](#)
- > [Pilot action 8 video](#)
- > [News about pilot action 2 - march 2021](#)

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# Mobilità

## European Reif project on rail freight transport, the state of the art

Let's start an overview with pilot action 2, focused on the Eric intermodal cluster

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To analyse in depth the potential of the rail network, aiming to trace bottlenecks in infrastructure and connections and to identify environmentally friendly solutions in favour of **increasing rail freight transport**.

These are the objectives of the **European project Reif (Regional Infrastructure for Railway Freight Transport revitalised)**, in which Emilia-Romagna Region and Itl (Institute for Transport and Logistics Foundation) participate together with 10 other project partners and 10 associated partners, belonging to 6 different countries (Italy, Austria, Croatia, Germany, Slovenia and Poland).

The implementation of specific pilot actions pursues the dual objective of overcoming the discontinuities of the rail network and transferring the good practices learned between the various regional contexts.



Among these pilot actions, in particular, in the Emilia-Romagna territory, let's take a look at no. 2, focused on the **Emilia-Romagna intermodal cluster (ER. I.C)** which aims to support intermodal transport through collaborative initiatives in strategic areas: **education, training, internationalization**.

Eric's members are the Port Authority of Ravenna, terminal operators, the railway company and the managers of the main regional freight villages and the intermodal platform.

Given the multiplicity and variety of actors involved, actions must be defined from a formal and legal point of view: scope, rules, main responsibilities, according to a roadmap organized in two levels:

**Level 1: General agreement** between public organizations and public and private logistics companies for the development of collaborative initiatives concerning strategic areas (training, simplification of regulation, EU funding, cluster internationalization activities)

**Level 2: Commercial agreement** (network of enterprises) between public organizations and public and private logistics companies to increase business opportunities on intermodal freight transport.

#### Results and next steps

The **general agreement** was formally approved by the Emilia-Romagna Region and the general structure of the network contract was drawn up. (see [news](#))

The next activities of the pilot action will focus on the definition of a set of **internal rules** for ER.I.C. system and a **video** will be prepared as a communication tool to disseminate the initiatives of the regional intermodal cluster.

> [Reif official website](#)

> [More information](#)

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# Mobilità

## In Emilia-Romagna logistics is more sustainable thanks to the Eric project

The agreement between regional hubs has been renewed until 2025. In 2019, 18 million tons of goods were transported by rail

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A horizontal collaboration system between the main companies that carry out intermodal transport in Emilia-Romagna for **advanced and sustainable logistics**.

A system that, in 2019, **moved 18 million tons of goods by rail** with benefits for the

environment and air quality, to the advantage of a territory strongly productive and linked to

exports and connected to the three corridors of

the trans-European transport network (TEN-T, Scandinavian-Mediterranean, Baltic-Adriatic and Mediterranean) that cross Emilia-Romagna.

It is called **Eric - Emilia-Romagna Intermodal Cluster** - the network born in 2018 from the agreement between the main referents of the regional intermodal system that today, after a two-year period of fruitful collaboration and good results, is renewed for another five years.

The new agreement defines the activities 2021-2025 for the collaboration among intermodal Emilia-Romagna platforms, has been signed by port system authority of the northern central Adriatic Sea, Cepim spa, Dinazzano Po spa, Interporto Bologna spa, Terminal Rubiera srl, Lotras spa, Terminali Italia srl Gruppo FS, Hupac spa and Sapir spa.

### The results of the platform in 2018-2020

The volume of **rail traffic of the Eric intermodal system** now represents about **90%** of the total operating in the Region. In recent years the Emilia-Romagna cluster has participated in international events and organized Business to Business meetings for the promotion of the regional intermodal system on the Continental European scene. In addition, Eric has created a **Network Business Academy** - for training and job placement in the Cluster sector and companies.





## Eric's goals

Eric's members are committed to supporting the strengthening of an environmentally and economically sustainable freight transport system that has the least possible impact on the territory. To promote sustainable modes of transport and **reduce the share of road transport**, the cluster works to support the internationalization of companies in the European market, thus strengthening the position of the Emilia-Romagna Region as a logistics port for southern Italy and the eastern Mediterranean. Eric pursues the development of integrated intermodal services at national and European level with the aim of improving the competitiveness and accessibility of this area, crossed by three corridors of the Trans-European Transport Network (TEN-T): the Scandinavian-Mediterranean Network, the Baltic – Adriatic and the Mediterranean.

## More about rail freight transport: creating better connections with Reif project

Emilia-Romagna Region participates in the European Reif project: through an analysis of the potential of the railway network, the aim is to trace bottlenecks in infrastructures and connections and to identify environmentally friendly solutions in favour of increasing rail freight transport.



The implementation of specific pilot actions pursues the dual objective of overcoming the discontinuities of the rail network and transferring the good practices to various regional contexts.

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## Port of Ravenna, work in progress on the new Teodorico Bridge: hub upgrade, freight rail traffic and urban regeneration

Strategic infrastructure for the competitiveness of the territory, public investment and sustainability to start again

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The port economy is growing, Ravenna railway station is freed from a large part of the freight traffic and an area close to the old town is being redeveloped. In recent days, work has started on the makeover of the **Teodorico Bridge**, the railway-riding that overlooks the tracks of the Bologna-Ravenna and Ferrara-Ravenna lines and connects the Darsena area to the city centre.

The new bridge, costing 9 million euros, will bypass the beam of tracks of the central station, will be arched, with a single span of 56 meters wide: dimensions that allow to pass on the tracks below the trains that carry the containers of the latest generation and trailers of trucks, the so-called "travelling highways".

The work is part of the **upgrade of the port hub of Ravenna** that Italian Railway Network (Rete ferroviaria italiana) makes for almost 74 million, one of the largest investments among the sea stops. Strategic for the development of the Port of Ravenna will in fact be the construction of the new freight stations left and right Candiano, which will bring the destination of freight trains closer to the loading and unloading areas inside the port area, avoiding the intermediate stop in Ravenna train station that will finally say goodbye to the freight port in the urban area.

After the demolition of the old bridge, by the end of June, the backs of the scaffolding, the containment walls will be built and finally the new bridge will be launched, on which the road pavement will be laid and then reopened to traffic in December this year.



Visit of the President of the Emilia-Romagna Region Bonaccini with the mayor of Ravenna De Pascale

Emilia-Romagna Region takes part in [REIF](#) european project



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# Mobilità

## Another 48 million euros to upgrade the Port of Ravenna: two new freight rail lines

To start again after the lockdown: public investment for sustainable growth and employment

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Another 48 million euros to **upgrade the railway yard that serves the port of Ravenna**: a strategic hub for Italy and the first port point of goods imported into Emilia-Romagna.

In this yard, 3.5 million tons of the goods handled (26.5 in total) travel by rail, for a passage of more than 7,000 trains, data that place it among the **first in Italy for rail traffic**: a constant growth in demand for rail transport, to and from the port area.



And just to strengthen the freight rail station, a budget of 47.7 million euros is being made by the Italian Railway Network (Rfi) for work on the **two railway lines to the left and right of the Candiano canal**. This is in addition to the eur 25.9 million for construction sites that will close largely within the year, for a total of 73.6 million euros.

For interventions on the right side of the Candiano are allocated 26.7 million euros including expenses for technologies, equipment, civil works and buildings; whereas those on the left side will be financed for 21 million euros.

A **new station** will be built at the Base in the Right Candiano that includes: centralization and electrification of the six existing tracks with the insertion of sections of tracks of independence and stop for electric locomotives, connections and adjustments of the tracks, construction of a building for the activity of maneuvering, centralization and electrification of the connecting ridge between Ravenna station and the new station in Right Candiano.

The stopover on the left side will consist of 12 tracks, all electrified and centralized, one used as a circulation track towards the backbone of the junctions; seven tracks used as an "arrival and departure beam" (temporary stop or for verification and preparation for departing trains); two tracks used as a "beam of grip and delivery", two tracks used for temporary stopping of wagons that do not conform to the characteristics of the train departing or arriving.

A first phase of the work has already been started in part. With regard to these interventions, by the summer the interventions for the resumption of operation of the current left-wing Candiano airport (3.1 million euros) are expected to be completed. By December, the replacement of the Theodoric overpass will begin work on the removal of the "Molinetto canal" level crossing.

In detail, the works are: the extension of the pedestrian underpass of the station for 2.8 million euros, the adjustment of the Teodoric overpass above the railway track (5 million euros), the construction of the driveway underpass, replacement of the passage at the level of via canal Molinetto (15 million euros) and the design of the extension of the right-wing railway in the Peninsula.



Emilia-Romagna Region takes part in REIF european project

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## Emilia-Romagna, work begins to build an underground railway

Benefits are expected for rail freight traffic

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Work begins on monday 11 May on the construction of an underground railway: two lines – towards Codigoro and Romagna respectively – that cross the city of Ferrara, as well as the completion of the Suzzara-Rimini joint, which is particularly concerned with freight traffic.



An infrastructure, with a total cost of more than 34.5 million euros, which will be able to significantly ease the traffic problems.

It is a strategic investment not only because of the importance it has for the railway hub of Ferrara, but also because of the positive impact it will have on the entire roadway of the Eastern city. And it is also a clear signal that, after the lockdown of recent months, Emilia-Romagna is ready to start again with quality public works and investments that can benefit citizens and create good jobs.

In particular, the work unifies in a single railway site - to be built largely in trenches and artificial tunnel - the two existing railway lines that, leaving the Ferrara Station, head to Codigoro (FER Line) and Ravenna-Rimini (RFI Line) respectively, resolving the related rail interference with the roadway of the city of Ferrara.

In addition, the project envisages the completion of the "Bretella Suzzara-Rimini", a partially realized work, which develops in the trench/artificial tunnel and which aims to directly connect the lines of the same name, creating a by-pass on the Ferrara station in order to allow, in particular, the freight traffic that is intended to be upgraded on the link between the Port of Ravenna and the Brenner, not to enter the station to reverse the direction.



Emilia-Romagna Region takes part in [REIF](#) european project

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# Mobilità

## Port of Ravenna, the point on freight traffic data

Published the informations about 2019, with a framework on the regional economy

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The Italian economy closes 2019 with a 0.2% growth in GDP. According to the 2019 Report on the regional economy of Emilia-Romagna, produced in collaboration with Unioncamere and the Region, with the estimates of Prometeia, **Emilia-Romagna** is the second Italian region by value of exports and among the first regions of Europe for export per inhabitant. It closes 2019 positively, with GDP growth expected to be 0.5%.



To support manufacturing, once again, exports are expected to grow by almost 5%, a variation greater than the national figure (+ 2.5%).

In the **port of Ravenna**, handling in 2019 was equal to 26,256,248 tons of goods, slightly down on the previous year (-1.6%). Landings and boardings were 22,412,881 (-1.8%) and 3,843,367 (+ 0.5%) tons, respectively.

**In particular, the railway traffic of 2019 was positive**, with 3,566,129 tons recorded its historical record with a slight increase of 0.1% compared to 2018, representing 13.6% of the total moved to the port.

Grains and flours increased significantly to 235,108 tons, quadrupled compared to last year. Liquid chemicals also increased, amounting to 240,657 (+ 18.7%), metallurgists, amounting to over 2 million tons (+ 0.8%) and containerized goods (+ 8.8%).

The departures of raw materials for ceramics fell to 862,967 (-20.6%).

The TEUs transported by rail amounted to 16,531, 7.6% of the port traffic of containers net of the transshipment.

> [More informations](#)



Emilia-Romagna Region takes part in [REIF](#) european project

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# Mobilità

## REIF project - 3rd Project Steering Group Meeting

It was held in Ljubljana on February 4th, and in Koper on February 5th 2020

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REIF partners are working hard to achieve all goals of the project! The **3<sup>rd</sup> meeting of the REIF Project Steering Group** was held in Ljubljana on February 4<sup>th</sup> 2020, and in Koper on February 5<sup>th</sup> 2020.



On the first day the main focus was on the **baseline studies** of each region. Each partner presented their baseline study through fact sheets which contained the territorial analysis of the region, including the region's catchment area, position within the TEN-T network, the region's railway network, its terminals, access points and electrification as well as the region's modal split and freight flows.

Along with the territorial analysis, the partners presented their mapping of **relevant regional stakeholders** and the **SWOT analysis** for the region.

During the meeting, a presentation on railway freight thoughts and lessons was presented by **Prof. Michael Lehmann**. The presentation introduced DAC (digitised automated coupling) to the partners as one of the solutions to the railway not being able

to adapt to the fast changes of industries and sectors as well as road freight is. Smart transfer points and horizontal container movers were presented as way to enable simple access to offering regional freight services.



**Pilot activities** were presented and it is estimated that they will be starting as soon as April 2020.

On the second day partners had a field visit to the **Port of Koper**.

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# Mobilità

## Emilia-Romagna Region and its engagement to strengthen rail freight and fluvial-maritime transport

For the third time a regional law incentivizes eco-friendly solutions

Lettura facilitata 

After the positive results of two previous incentive laws (R.L. 15/2009 and R.L. 10/2014 "Incentives for rail freight and fluvial-maritime transport"), Emilia-Romagna Region decided to continue transferring freight transport traffic shares from road mode to rail mode as well as to river / fluvial-maritime mode.



At the end of 2019, in fact, a new regional law (n. 30/2019) allocated funds to finance

interventions aimed at pursuing the growth of transport rail and river / fluvial / maritime transport of goods through the creation of additional services that allow on the one hand a reduction in environmental pollution and on the other an increase in traffic safety.

For this reason Emilia-Romagna Region published a new call that aims to correct the structural imbalances between road transport and rail freight transport, to strengthen the intermodal transport chain and to develop the modal transfer of freight traffic from road to rail. The objective is to reduce the environmental, health and social impact of road traffic.

> [More informations](#)



Emilia-Romagna Region takes part in [REIF](#) european project

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