



Report

AlpFRail

Work Package 11

Organizational model for the railway network and pilot evaluation

*Eastern Network
Friuli Venezia Giulia Region*

PHASE 1 REPORT

Convention rep. Nr. 8610 of 16.11.2005 - Art. 2 - 4



Work Package
Manager:

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REGIONE AUTONOMA FRIULI VENEZIA GIULIA

Direzione Centrale Pianificazione Territoriale, energia, mobilità e infrastrutture
di trasporto – Servizio trasporto merci

A.I.O.M.

Agenzia imprenditoriale operatori marittimi – Trieste

1. Foreword

Agenzia Imprenditoriale Operatori Marittimi di Trieste – hereinafter A.I.O.M. - has undertaken the task of collaborating in the Alpfrail EU project by virtue of Convention nr.8610 stipulated on 16 November 2005 with the Central Directorate for Spatial Planning, Energy, Mobility and Transport Infrastructures of the F.V.G. Region.

The Alpfrail project, funded by the European Union through the Interreg III B – Alpine Space Programme, was launched on 1st March 2003 and is scheduled to end on 28 February 2007. The initiative, endorsed by many public bodies of the EU countries of the Alpine arch, aims at carrying out a complete analysis of the situation of freight traffic travelling across the Alps, with the objective of simulating its growth trends in the time horizon of 2020 and identifying new management models for an “all in “ business, i.e. including the management of information and IT flows, so as to promote a gradual shift of freight traffic from road to rail.

In its implementation and programming stages, the project will develop as follows:

- Developing the concept of sustainable mobility by optimising the management of freight traffic travelling across the existing alpine crossing points by rail;
- Promoting the creation of an information system prototype and the management of quality factors to improve transalpine rail transport flows;
- Creating a model of comprehensive potential supply, and assessing its feasibility through at least two pilot actions;
- Giving concrete implementation to the political goals of the “Alpine Convention” by presenting sustainable transport solutions.

The project was endorsed by the following institutions:

- Logistik Kompetenz Zentrum – Prien (Germany, lead partner);
- Federal Transport Ministry (Germany),
- Land of Baden Württemberg (Germany);
- Land of Bavaria (Germany);
- DB Netz AG, railways (Germany);
- Infrastructure and Transport Ministry (Austria)
- Land of Salzburg (Austria);
- Land of Carinthia (Austria);
- Land of Vorarlberg (Austria)
- Région Rhones Alpes (France);
- Ministry of the Environment (Italy)
- Friuli Venezia Giulia Region (Italy);
- Veneto Region (Italia);
- Venice Port Authority (Italy);

- Unioncamere Veneto (Italy);
- Province of Mantua (Italy);
- Province of Brescia (Italy);
- Province of Alessandria (Italy);

The following observers also participate:

- Bundesamt für Verkehr (Switzerland)
- Ministry of Infrastructures and Transport (Italy);
- FAI – Federazione Autotrasportatori (Italy);
- Transport/transfer centre of Rivalta Scrivia (Italy);
- Verwaltung der Region Elsaß (Germany);
- Ministry of Infrastructures and Transport of Bavaria (Germany)

The project operational team has been organised into nr. 11 Work Packages, divided as follows:

- WP 1 – transnational project preparation activities;
- WP 2 – transnational project management;
- WP 3 – project management for all partners;
- WP 4 – information and publicity activities;
- WP 5 – freight flow system – economic view;
- WP 6 – freight flow system – technical view and SWOT analysis;
- WP 7 – elaboration of an international freight flow concept;
- WP 8 – Modelling, functional organisation and environmental impact evaluation;
- WP 9 – evaluation of the freight flow concept from the technical point of view;
- WP10 – prototype of an information and quality-management system
- WP11 – organisational model for the railway network and pilot evaluation

In particular, the participation by the Friuli Venezia Giulia Region, especially after the framework agreement signed in 2004 with the Länder of Carinthia and Salzburg, aims at developing and stepping up the use of the South-North rail axis which, from the ports of the Northern Adriatic arc, converges through Austria on the market of southern Germany. This would achieve both an increase in the penetration ability of the regional port system in Central Europe and the optimisation of exchange flows between the regional production areas and the enterprises of the two German Länder.

The nature and the primary content of the task entrusted to A.I.O.M. will, therefore, follow this approach vis-à-vis the convention under examination, within the framework of WP 11.

2. State of progress

In the initial period of work, from November 2005 to the date of this report (30.06.2006), an assessment was made of the state of progress of the overall work carried out by the project team, in particular by WP nr. 7 and 8, to be integrated by the activity developed A.I.O.M.

To this end, regular meetings were held:

- 26.01.2006, in Prien, Germany;
- 31.03.2006, in Roma;
- 09.05.2006, in Prien;
- 16.05.2006, in Salzburg (Austria).

After carrying out a general overview of the documents drafted by the other groups and circulated by the secretariat of the Logistik Kompetenz Zentrum (project coordinator), we decided how to proceed, how to make our work fit into the general work of the work-team and how to collaborate to the analysis, development and definition of the investigation, monitoring, acquisition and cataloguing of the technical and information material useful for the project, operationally organised as follows:

- analysis of the state of the data processed in the DBs created by the respective teams, collection, processing and classification of information and technical elements concerning the port and terminal operational centres and the rail links of the F.V.G. Region.
- Analysis of the data concerning the traffic flows and the quantitative OD matrix regarding the FVG Region in the North-South-North directions, preparatory work, collection and processing of missing data;
- First contacts with the drafters of WP 7 and 8, participation in the regular meeting of 26.01.2006 in Prien;
- Processing the DB data prepared by the respective teams concerning the structure of intermodal terminals, with regard to infrastructuring and the state of connections;
- Drafting of reports in the form of presentations;
- Preparation and participation in the regular meeting held in Rome on 31.03.2006;
- Preparation and participation in the regular meeting held in Prien on 09.05.2006, submittal of a technical information document on regional intermodal and port terminals;
- Participation in the launching of Adriazug pilot product held in Salzburg on 16.05.2006, round table and discussion.

The information and data resulting from the above-mentioned work have been respectively included in annexes 1 and 2 of this report.

Technical annex nr. 3 is currently being drafted. It concerns the situation of intermodal connections to and from the centres of the Region in the South-North direction, towards Central Europe and along the Pontebbana / Tauri Axis, and will be introduced at the next regular meeting scheduled for 13 July next, in Ulm.

The final conclusion of the analysis work as per Stage 1 of this convention will obviously depend on the actual availability of the results of WP 7 and 8 working groups, which are currently underway. For this reason, an extension to the contract deadlines was requested, by a note sent on 15th March last, and, at the same time, the monitoring work aimed at launching the pilot products has been brought forward.

A preliminary extrapolation work has been carried out on both data concerning goods traffic flows to and from the Friuli Venezia Giulia Region and data regarding the links across the Alps with the economic areas of the neighbouring countries involved. This work has drawn on the Data-bases made available by WP 5 and 6 working groups, in turn taken from the CAF statistics regarding the year 2004.

The results are included in the following two tables, one concerning vehicles, the other the rail traffic flows:

FRIULI VENEZIA GIULIA	out/to	in/from
2004 caf data - vehicles		
OESTERREICH	24.631	25.658
SCHWEIZ	2.735	1.315
SLOVENJA	-	-
DEUTSCHLAND	40.703	52.421
FRANCE	7.020	3.127
LIECHTENSTEIN	-	-
LITHUANIA	-	-
TURKEY	-	-
AZERBAIJAN	-	-
TOTAL	75.089	82.521
		157.610

FRIULI VENEZIA GIULIA RAIL FLOWS - 2004 - TONS			
2004 caf data			
COUNTRY	import	export	tot.
Austria	469.362	20.750	490.112
France	28.316	65.427	93.743
Germany	120.442	145.343	265.785
Slovenia	91.431	50.444	141.875
Switzerland	29.084	10.510	39.593
TOTAL	738.635	292.474	1.031.108

The data above will be now compared with those in our possession, especially to ascertain if and to what extent are the transit traffic flows generated by the port system considered.

Annexes:

- nr. 1 – data-base of the technical data of the regional intermodal terminals (nr.2 Excell files) and relevant intermodal connections on CD;
- nr. 2 – introduction of the regional intermodal network – 1st part, terminals, paper and CD format