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Working Party on Intermodal Transport and Logistics

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Item 13 of the provisional agenda

National policy measures to promote intermodal transport

National Intermodal Policies

Submitted by the Government of Italy

I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party on Intermodal Transport and Logistics (WP.24) continued the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analyzing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

2. The Working Party decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and requested that the questionnaire be re-sent to member States in 2015. The secretariat updated the survey and sent it to stakeholders in the first half of 2015. A number of responses were received in 2015, this document contains the response received in 2016.

3. Following a review of this information at the 2016 session of the Working Party, the secretariat will upload this information onto the WP.24 web site: <http://apps.unece.org/NatPolWP24>.

II. Survey responses

Questionnaire on the promotion of intermodal transport

Year: 2015

	<i>Objectives and issues¹</i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	Combined transport is the most dynamic and challenging part of goods transport. Further development of this transport segment is one of the priorities of the Italian Government
2	National and international bodies	
2.1	Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	The Government has recently taken decisions to boost rail freight by investing in more efficient infrastructures and technological devices, simplifying technical regulations, also reservation of priority slots for rail freight and developing rail corridors. At present and in the future, significant investments are planned to improve the rail network and intermodal freight terminal. Efficient terminals in ports are developed also in order to put easier in connection maritime and rail transport. A structured Financial plan to support the development of the operation of combined transport — mainly with the use of seaports services — is under examination of national and European authorities
2.2	Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	The Ministry aim to support also through adequate funding arrangements the improvement of energy efficiency of transport modes, the adoption of less polluting fuel and innovative vehicles and in general the use of integrated transport systems
3	Costs and prices	
3.1	Establish fair competition between modes	<p>Combined transport should be competitive if the logistic chain became attractive for the operators in a well-organized framework and with an integrated information system. This is the reason why the Government has taken steps to internalize part of road transport external costs introducing a plan of contribution encouraging the modal shift</p> <p>The Government is aimed to provide financial support to combined transport operators for the transshipment of intermodal transport units from road to rail, inland waterway and short sea shipping and vice versa. This aid intends to compensate partially the external extra costs of the road transport avoiding distortion of the competition</p>
3.2	Develop cheaper and more efficient interfaces between modes of transport	The Italian government foreseen to provides a strategic financial support for the creation, improvement or extension of combined transport activities mainly when involving those transports that use seaports

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM (2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” are mentioned in several indents in the ECMT Resolution).

	<i>Objectives and issues¹</i>	<i>Explanations</i>
4	Networks, terminals and logistics centres	
4.1	Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	
4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	In the framework of programs on land use, combined transport terminals development is included as primary goal also involving local public actors as port authorities as well customs authorities
4.3	Take administrative measures to improve terminal access	The National Strategic Plan of the Harbours and Logistics approved by Prime Ministerial Decree of 26 August 2015, enacted to improve the competitiveness of the port and logistics system, facilitating the growth of cargo traffic and promote inter-modality in freight traffic It is identified - as important role for the National Logistic Platform - a central structure centralizing and harmonizing public and private ITS
4.4	Take administrative measures to improve terminal operations and facilities	See 4.3
5	Interoperability	
5.1	Ensure compatibility of railway information and signalling systems	Italy applies the European (EU) standards to ensure interoperability of rail networks
5.2	Introduce electronic information systems	Italy applies the European (EU) standards to ensure interoperability of rail networks also for the IT
5.3	Other measures	National Action Plan for ITS in coherence with the Directive 2010/40/EU
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	Public institutions (State, regions, and autonomous provinces) aim to provide financial support for investments in the construction and extension of terminals and their related equipment but also to sustain in different ways the opportunities in this field (always respecting the competition principles)
6.2	Financial support for operations (specific, initial operations, etc.)	The Italian Government aim to provide financial support for regular combined transport services by rail, inland navigation and short sea shipping. This support will be characterized with a partial financial compensation of external road transport “extra costs” encouraging the use of less polluting modes of transport
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Facilitating loan interest for road vehicles assets leasing. Authorized “overvaluation” of the depreciation of some specific assets in the context of the official budget of the enterprises
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	No exemption for road transport operations

	<i>Objectives and issues¹</i>	<i>Explanations</i>
7.2	Liberalization of initial and terminal hauls	Terminal hauls are also normally independent from road carriers
7.3	Higher weight limits for road vehicles transporting intermodal loading units	
7.4	Facilitation of documentary controls	In the context of the action described in 4.3
7.5	Bonus systems for using intermodal transport	See 6.2
7.6	Strict enforcement of road haulage regulations	Enforcement of road traffic rules with checks and sanctions in case of violations
7.7	Other regulatory support measures	
8	Transport operations	
8.1	Liberalize access to the rail networks	Rail transport is fully liberalized in compliance with the EU Directive
8.2	Liberalize access to inland water transport	Inland navigation is liberalized
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	The Infrastructure and Transport Ministry disposes of a service that is in charge of production, exchange and publication of information, analysis and summaries of statistical and economic data in the field of transport dealing with the National Statistical Institute and EU institutions
9.2	Establish inventories of bottlenecks	In particular, in the rail sector the infrastructure manager identifies traffic problems in terms of capacity of the network and the Ministry finances — in the context of a strategic action — the development of the infrastructures
9.3	Establish short sea shipping information offices	Centralization of sea shipping information in the context of the National Logistic Platform
10	Foster innovations covering all components of the transport chain	In particular, the investments planned are intended for the purchase of equipment to allow also road drivers to connect to the National Logistic platform. The realization of basic infrastructures at logistical hubs mainly in the ports (electronic gates) indispensable for the efficiency of the cycle of entry and exit of goods. The implementation of the interoperability and of the connection of the different information systems (of ports, dry ports, the customs Agency, the Infrastructure managers etc.)
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	The sector is liberalized; the Ministry strongly encourage structured agreement between operators of the same chain
11.2	Promote use of intermodal transport for the transport of dangerous goods	The conditions for combined transport are identical for all cargoes. Specific rules for dangerous goods are in force
11.3	Promote use of international pools of rail wagons	Operators usually own their wagons or in some cases use hired wagons

	<i>Objectives and issues¹</i>	<i>Explanations</i>
11.4	Promote operation of rail block trains between terminals	Multimodal Transport Operators have reorganized their operations concentrating traffic flow mainly with the use of block trains
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	See 10
