

Paris, 1 February 2007



DIOMIS SEMINAR: needs and actions required

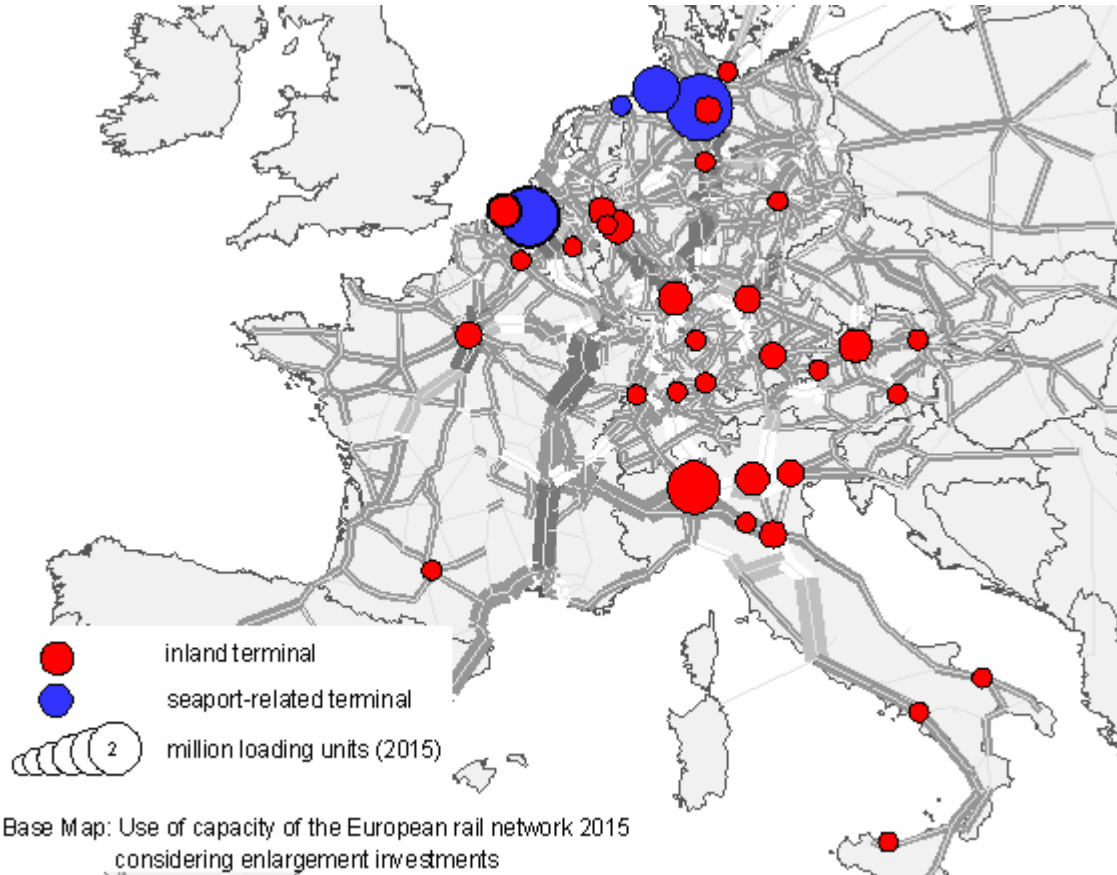
INTEROPERABILITY AND INTEGRATION WITH EUROPEAN SYSTEM

ROLE OF ITALY: LINK BETWEEN CARGO SHIPS DOCKING AND EUROPEAN RAILWAYS

- ➔ connection between port system and railway system.
- ➔ integration between new Italian high speed lines, Italian conventional network and European network through alpine tunnels.
- ➔ implementation of technology to reduce costs and shift time

DIOMIS ANALYSIS

DIOMIS ANALYSIS: Required terminal handling capacity of the “top-30” inland terminal areas and selected seaport-related terminals by 2015.



ITALIAN OPEN POINTS

- bottleneck capacity
- over-crowded nodes
- inadequate synergy in the terminal management

MAIN INTERMODAL TERMINALS ON ITALIAN NETWORK

RFI STRATEGY

- ➔ an only one management consistent with business management on whole Italian railways terminal network
- ➔ synergy between public (RFI) and private terminals
- ➔ new positioning of intermodal terminals and freight villages out of urban agglomeration
- ➔ construction of new freight hubs
- ➔ connection between harbours and inland terminals



VERONA QE TERMINAL: A GOOD EXAMPLE!



RFI in partnership with ZAI Consortium (owner of logistic infrastructure and transport operators) created the new company **QUADRANTE EUROPA TERMINAL GATE** to build the new intermodal terminal and to execute handling services in all Verona terminals.

Handling operations in the new terminal will be managed by CompactTerminal an efficient system of gantry crane and technology to increase capacity and to reduce costs.

The goal, with the support of a convenient information system, is to integrate the terminal management with the railways network paths to promote and support the growth of combined transport.

LINK TO MAIN ITALIAN SEA PORTS



Investment are needed to link the mains ports with railways network to catch rising traffics from Mediterranean sea (“last mile”).

It's necessary **to achieve an agreement with ports management companies** to turn potential volumes into traffic to European railways network

TEMA TErMinal MAnagement: UIC project



The TErMinal MAnagement key areas are:

- to recognize **possible cases of discrimination** of Railway Undertakings and others combined transport operators in accessing freight terminals: benchmark on current practices;
- to **encourage new kind of cooperation** between all stakeholders in combined transport: terminal operators, combined transport operators, shippers, railway undertakings, infrastructure managers, national and supranational authorities;
- to draw up and help to implement **optimal capacity management models** at terminal level for the optimum use of the available capacity integrated with network paths;
- to adapt and improve **more efficient operating practices**, in terms of rail operations, in order to relieve a saturated network and respond to future market requirements.