

**Discussion:** Mobility / Freight Services

**Subject:** Support for rail transport

**Proposed title:**

RESTRUCTURING THE INCENTIVE SYSTEM CONNECTED TO THE REAL  
INFRASTRUCTURE CONDITION OF THE LAST MILE OF THE FREIGHT TRANSPORT  
SYSTEM

**Brief context**

Since 2016, it has been noted that a position has been taken by institutions in the concrete direction of trying to reduce the gap in competitiveness that is undoubtedly present in Italy across the various modes of transport.

In particular, the 2016-2017 Freight Regulation intends to partially compensate the gap in the production costs of the railway service compared to more polluting methods in an economically depressed area such as Southern Italy, characterised on the one hand by less frequent and more unbalanced connections and for this reason more expensive, and on the other hand, market-bound by the prices of road competition, historically the subject of greater "attention" from institutional decision makers in the field of Transport Policy.

With the "ferrobonus", instead, we want to encourage freight owners to choose rail (instead of road) in all cases (intermodal or "transhipped") where both alternatives are available.

In this context, the 2016 Stakeholders Panel requested that, in the process of achieving the infrastructural standards required by the European Union in Italy **for the national railway infrastructure network and for the connection hubs**, FS Italiane takes responsibility for supporting the finalisation of state incentives for the progressive construction of infrastructures and the corresponding increase in benefits in terms of environmental protection.

In essence, it is a matter of obtaining (in favour of all railway companies) additional incentives from the State related to the specific issue of infrastructural inadequacies and inefficiencies linked to the last railway mile which, as is well known, in addition to being bad for the environment, is a source of considerable cost that reduces the competitiveness and the time efficiency of the railway service (think of the time and cost of crossing Italian ports in relation to the high and off-market rates of the port terminal).



### **Proposal**

This topic is known to all stakeholders of the railway system, and is now being discussed at an institutional level through a series of Working Groups set up by the MIT Mission Technical Structure on technical, economic and regulatory issues. In light of this, a new front for action that the FSI Group should be promoting as a further step in this direction is requested, without waiting for the results of the aforementioned Working Groups.