

Discussion: Mobility / Freight Services

Subject: Support for rail transport

Proposed title:

RESTRUCTURING THE INCENTIVE SYSTEM CONNECTED TO THE REAL
INFRASTRUCTURE CONDITION (NETWORKS AND HUBS) 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 theme of the ever-present infrastructure gap that is in the process of annulment (according to the investment programme provided by infrastructure management for the adaptation to best European standards), which, as known, is a source of under-utilisation of railway potential and high production costs.



Proposal

As for the theme "the last mile of the freight transport system", one must wait for the results of the MIT Mission Technical Structure before starting further comparison tables.