



EUROPEAN UNION
EUROPEAN REGIONAL
DEVELOPMENT FUND



RAIL INFRASTRUCTURES AND SERVICES:

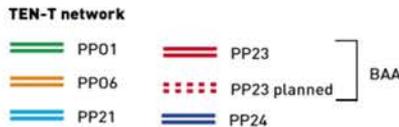
CONNECTING EUROPE FOR CITIES AND PEOPLE

TEN-T networks, High Speed and the
regional railway services:
achievements and future challenges

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General Director for Infrastructural Networks, Logistic
and Mobility Systems

Bologna, October 15th, 2014

Emilia-Romagna region: snapshot



POPULATION

4,432,439



LAND

22,445 km²



CAPITAL CITY: BOLOGNA

PROVINCES: 9

MUNICIPALITIES: 348

ENTREPRISES

383,549



GDP PER HABITANT

30,493 €

UNIVERSITIES

5



INDUSTRIAL CENTRES

10

REGISTERED VEHICLES

2,699,973



DAILY TRIPS

8,927,000



AVERAGE DAILY TRAVEL [km]

44 km



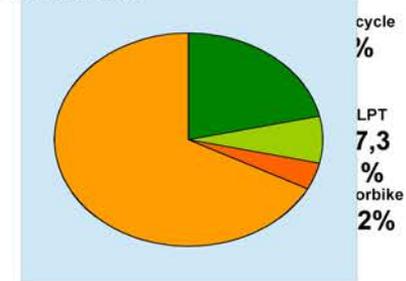
AVERAGE DAILY TRAVEL [MINUTES]

66'

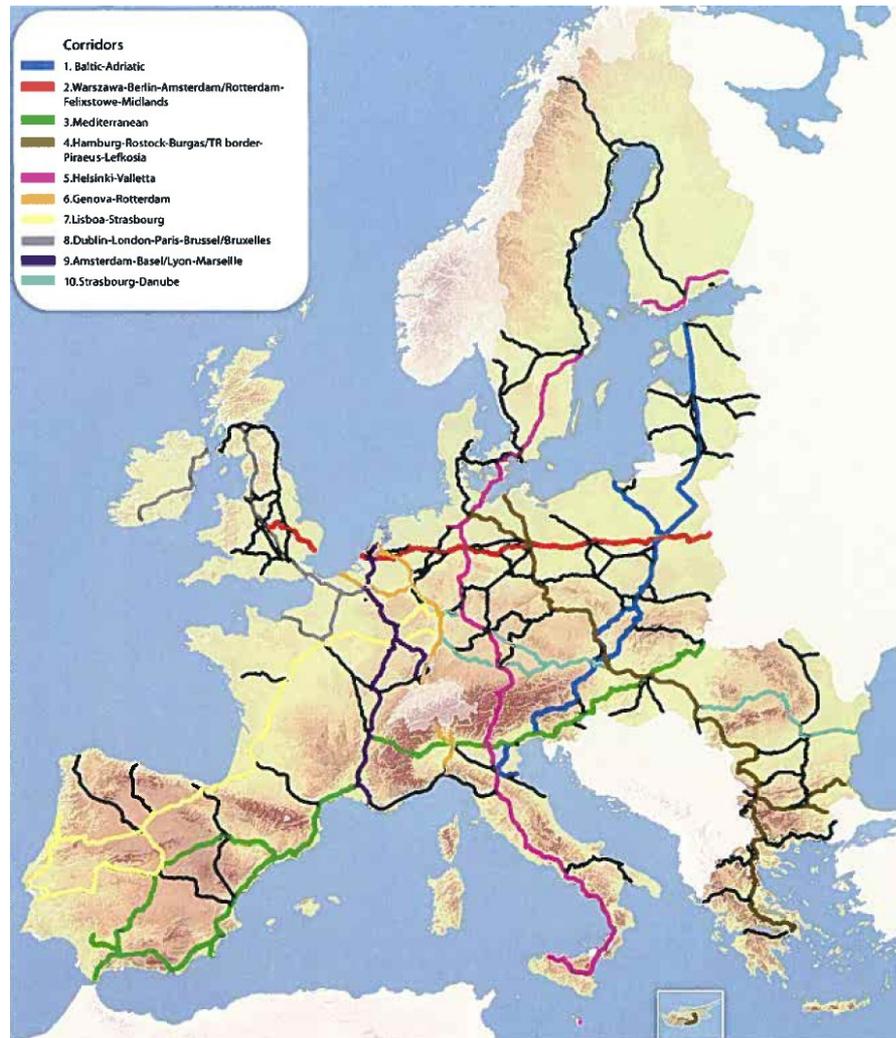


MODAL SHIFT

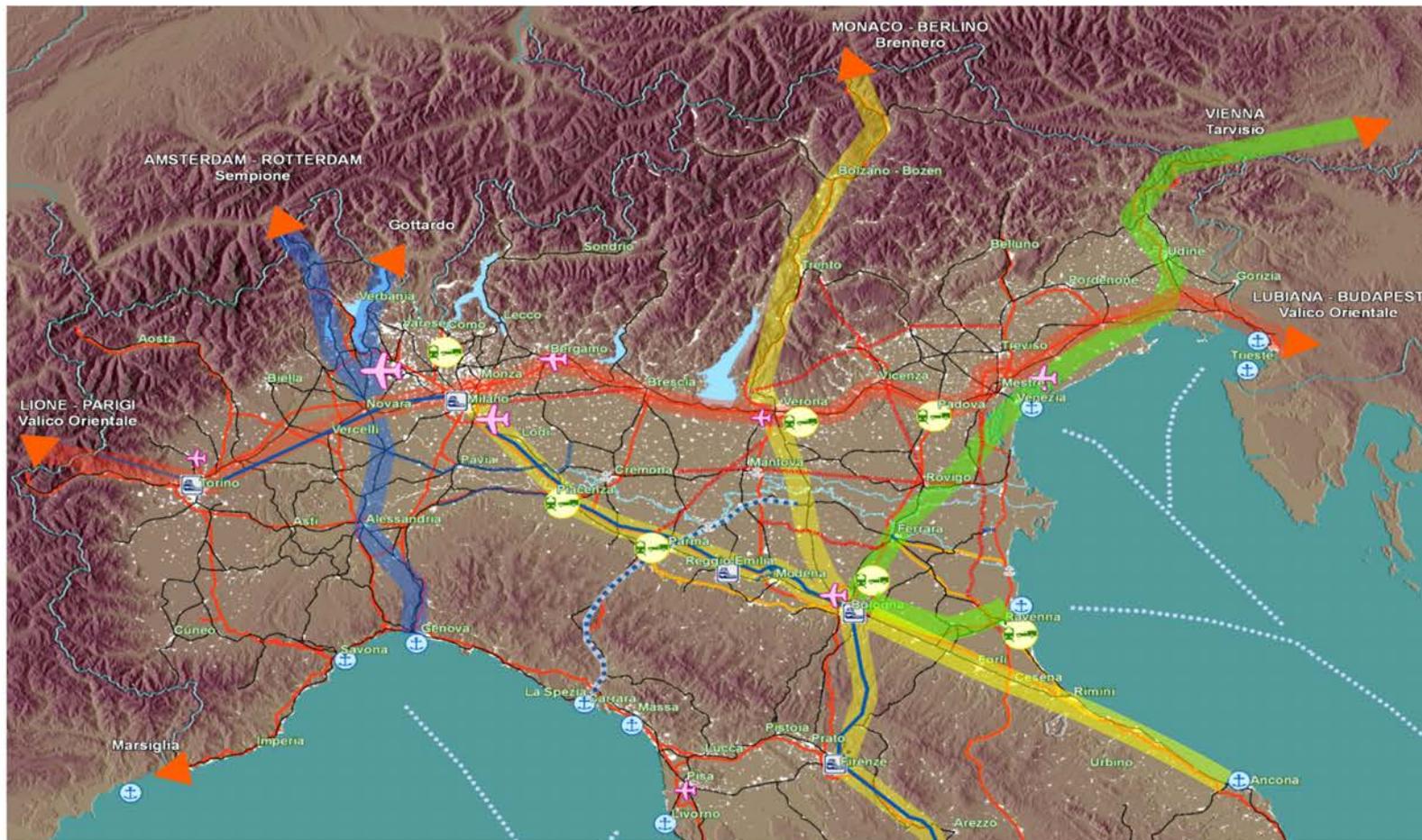
Passenger vehicle



The TEN-T corridors

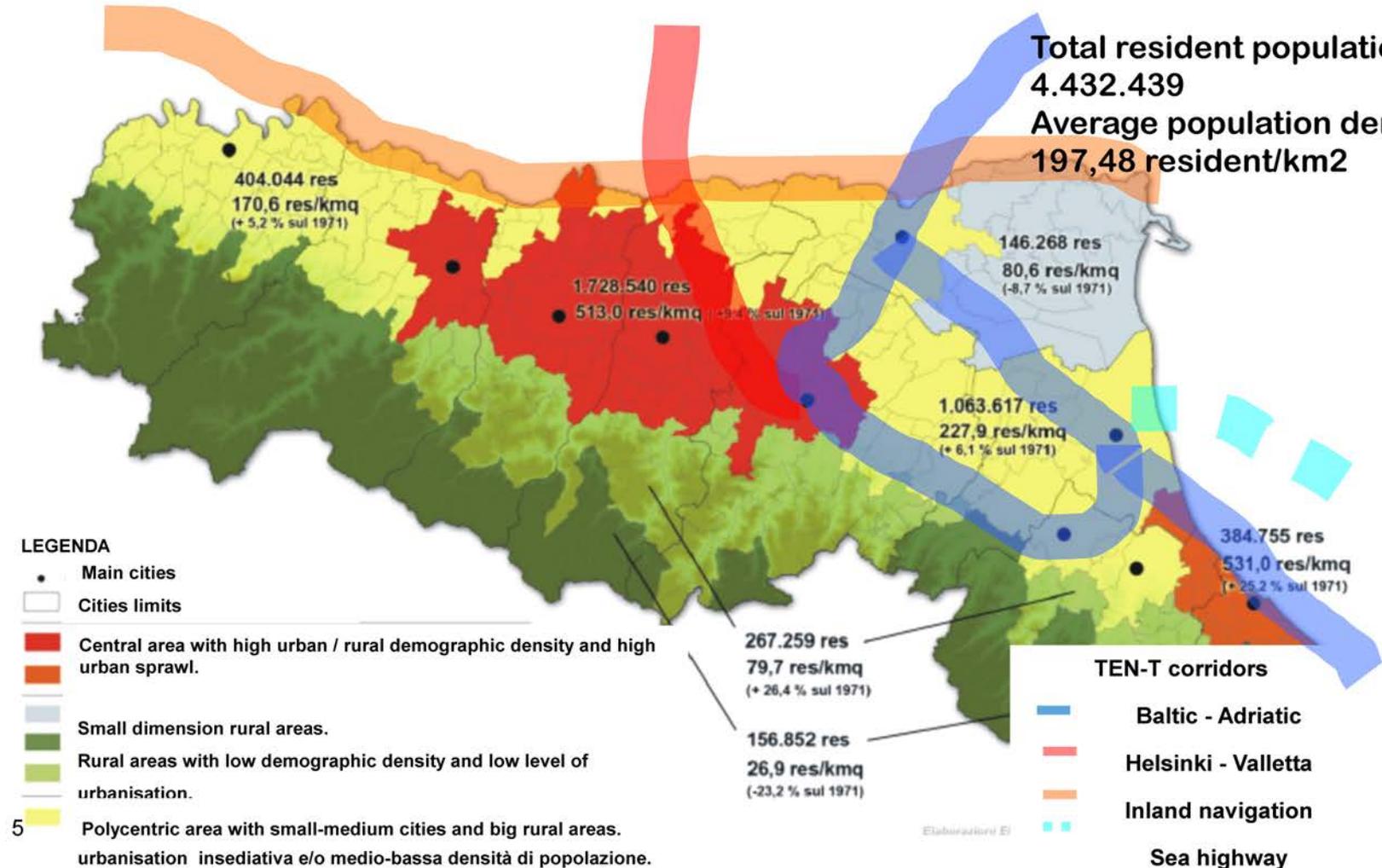


The TEN-T corridors: focus on Emilia-Romagna region

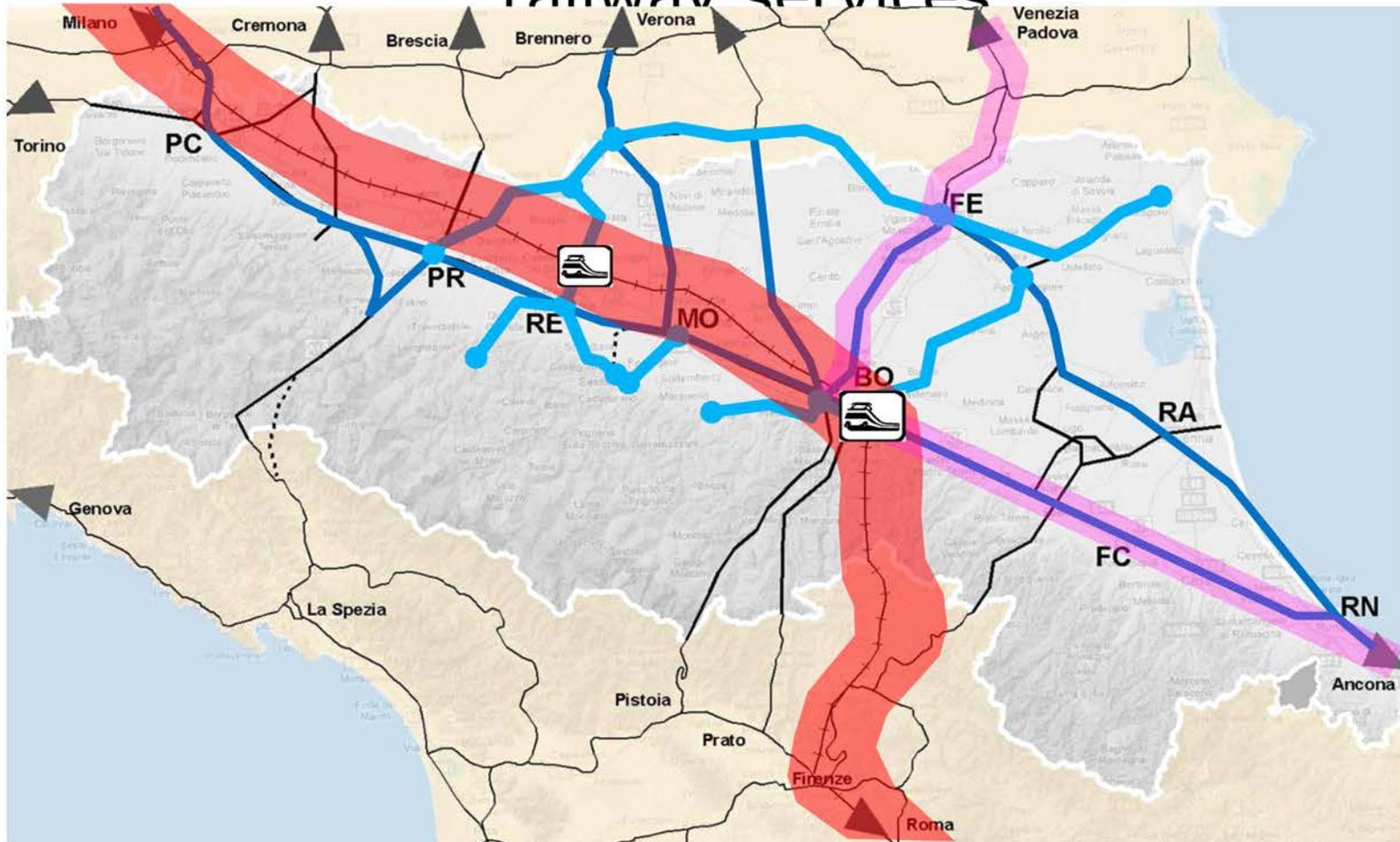


Emilia-Romagna: main territorial areas

Total resident population = 4.432.439
 Average population density = 197,48 resident/km²



Emilia-Romagna – HS lines, national and regional railway services



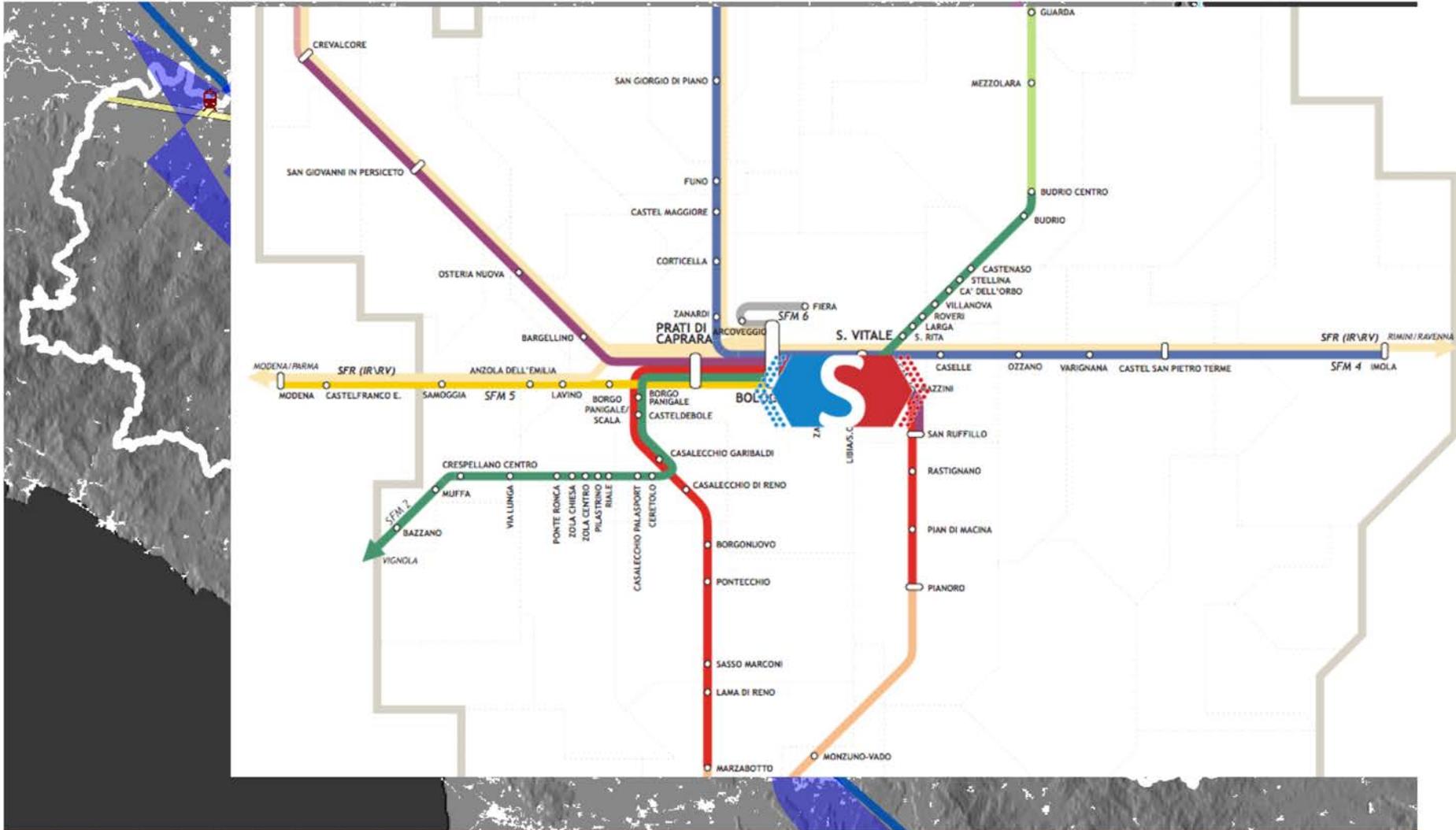
Emilia-Romagna – The Bologna metropolitan railway service



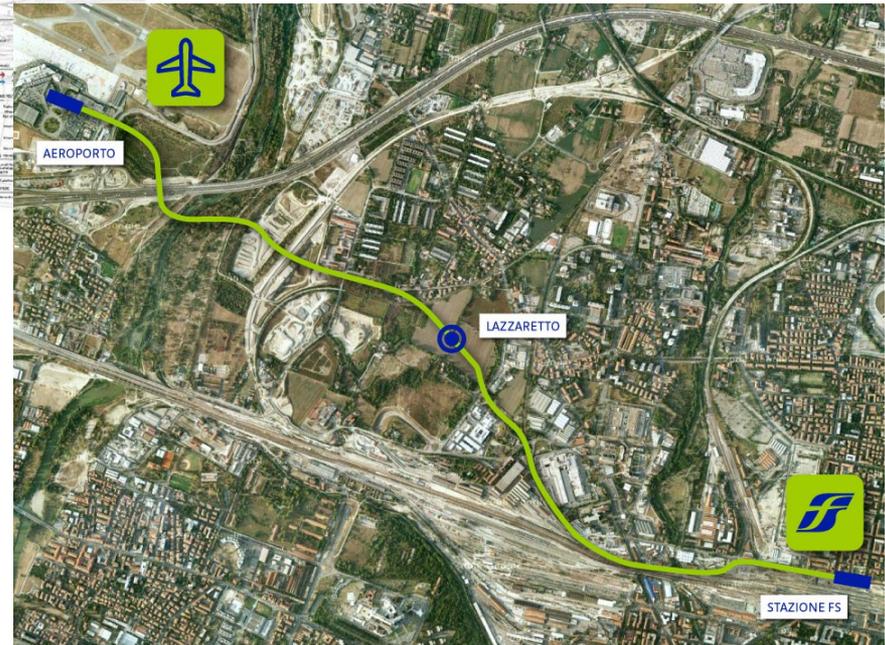
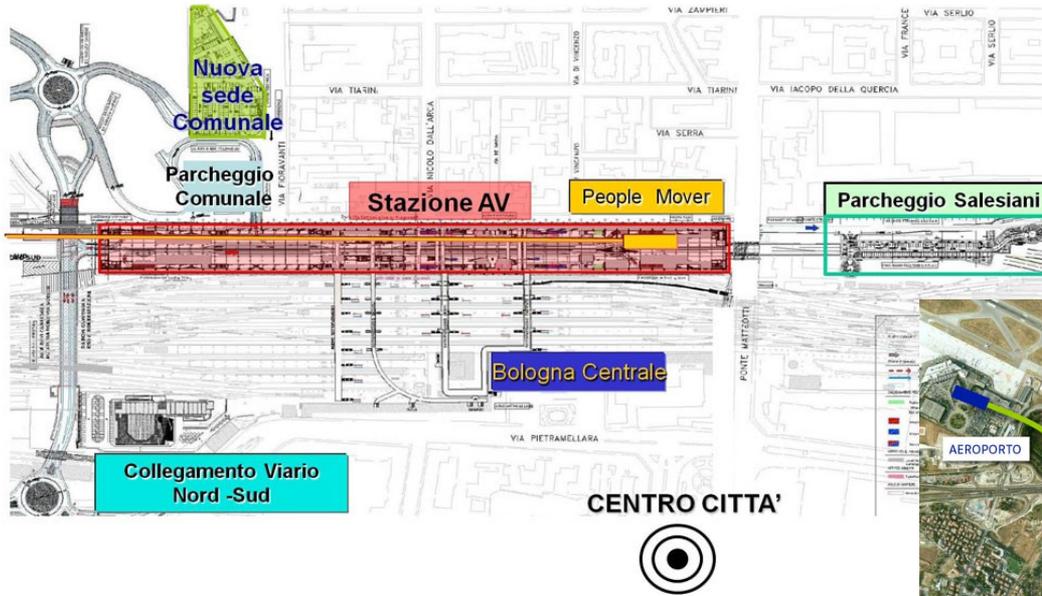
The High Speed Lines in Emilia-Romagna region



Bologna High Speed Station (1/3)



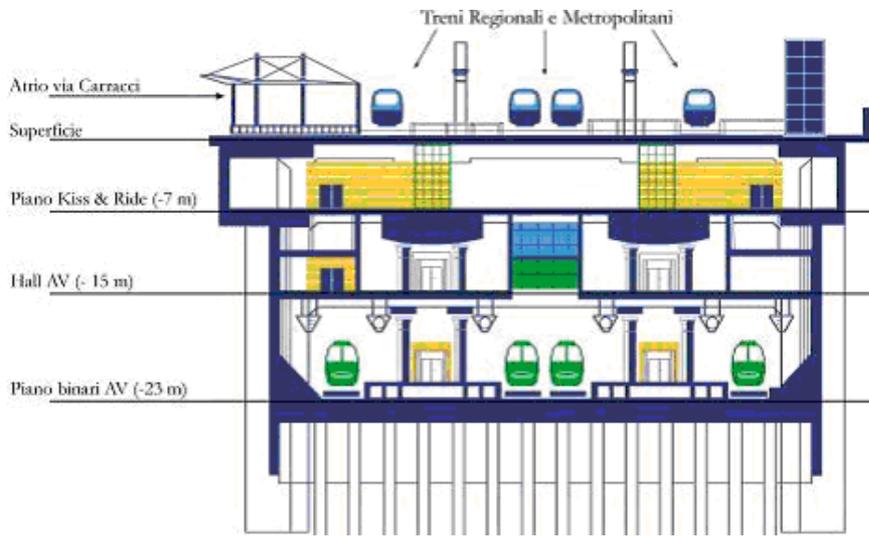
Bologna High Speed Station (2/3)



Intermodal exchange hub:

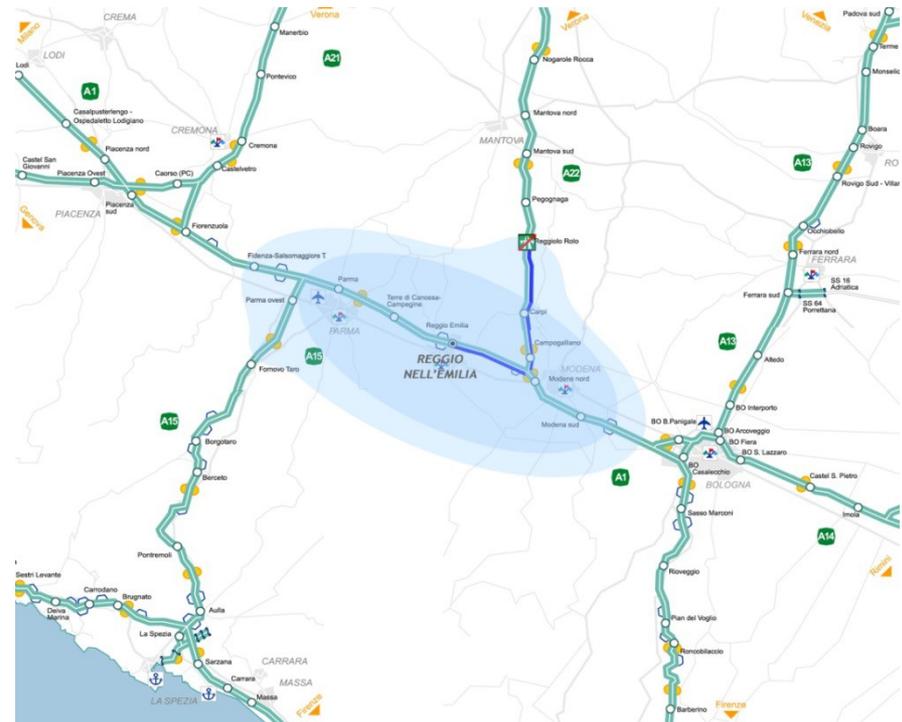
- Road transport
- BLQ airport shuttle

Bologna High Speed Station (3/3)



Fonte: <http://www.fsnews.it>

Mediopadana HS railway station in Reggio Emilia (1/3)



Intermodal exchange hub with the regional railway and with the road transport (in particular with the A1 highway)

Mediopadana HS railway station in Reggio Emilia (2/3)

Interchange Rail – Rail



The new HS Mediopadana station



Fonte: www.ferrovie.it/

Rail Infrastructures and Services: Connecting Europe for Cities and People

Bologna, October 15th, 2014

13

Mediopadana HS railway station in Reggio Emilia (3/3)



Render from the
feasibility study for
the development of a
new P&R area on the
A1 highway

Emilia-Romagna – HS lines, national and regional railway services

Risks & Challenges

- Europe-wide the **increasing investments on HS railway services** are having dramatic impacts on the qualitative and quantitative offer of the traditional national/regional railways
- In such scenario, there is a growing **risk of exclusion** for a large amount of the current and potential railway **users living far away from the HS lines**
- A clear challenge is to find the **right balance between these different**, but equally important, **railway modes**
- In the last few years, the **Regione Emilia-Romagna** has invested around **500 millions of euro for the development** of the regional railway infrastructures and for the renewal of its rolling stock
- The Regione Emilia-Romagna acknowledges that **intermodality may play a key role** in bridging the ever growing gap between HS and traditional railway services

Emilia-Romagna – A bet on intermodality: infrastructures



Fonte: flickrhivemind.net



Fonte: <http://www.sfmbo.it/>



Fonte: reggio24ore.netribe.it

Emilia-Romagna – A bet on intermodality: service integration

Integrated tickets «Mi Muovo»

Other applications of «Mi Muovo»



Improving the Public transport – The regional strategies within the PRIT 2020

The regional Transport Strategy consolidated in the PRIT 2020 aims at:

- **improve the efficiency and effectiveness of the overall regional transport network** with more competitiveness and territorial cohesion
- **reduce the costs**
- **increase the regional PT users** with a specific focus on railway services
- **improve the integration** between the different transport modes and **support the intermodality** through specific services as the **ticket integration** (i.e. the Mi Nuovo system) and the **information services** for the users (e.g. new information systems based on AVMs data)
- **improve the quality of the railway stations** to exploit their full potential to support accessibility and integration and improve the **quality of the railway services** through a service operational optimisation and the deployment of new comfortable rolling stock
- **strengthening and modernise the existing railway network** (with a focus on the regional railway network)



The new tender for the regional railway services

- Identify a **single managing company**
- **High renewal of the current rolling stock**, supporting the investments already made and in progress of the Regione Emilia-Romagna
- **Optimisation and standardisation in the use of the rolling stock** throughout the whole region
- Provision of **specific logist areas** to support the railway operator
- **Full tariff integration** with the Mi Nuovo system
- **Starting price of the auction:** more than 150 MEURO
- **Duration: 15 years + 7,5 years** (to facilitate the rolling stock depreciation and support the ROI for a longer term)
- Tender awarding: **in progress**
- Launch of the new railway services: **within the 2017**



Conclusions

Do more with less ...





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THANK YOU FOR YOUR KIND ATTENTION !

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Bologna, October 15th, 2014