



SUMMARY

Railways, Mountains and Environment

Rail companies to improve transalpine transports

Rome, 14 December 2011 – The issue of traffic flows and of their environmental impact in mountain areas and, in particular, in the Alps, goes beyond the national borders. The transport system needs to be **rethought, with a view to sustainable development and international cooperation**. The Kyoto Protocol and the recent developments occurred in Durban, the policies of the European Union (EU) and the existing agreements between EU and Switzerland in the field of transport give a boost to States looking for new solutions, including a renewed attention to the railway sector and to the integration of different transport modes.

The seventh **Scientific Workshop on Mountain Mobility and Transport (SWOMM)**, held on 13 December 2011, in the EUR headquarters of the Ministry for Infrastructures and Transport in Rome, dealt with these topics. The workshop SWOMM 2011 has been promoted by the Italian Ministries for the Environment and Transport, organized in cooperation with the European Academy of Bolzano (EURAC) and the Mountain Partnership Secretariat with the support of **Transalpine Transport Architects (TRANSITECTS)**, the project on rail freight traffic in the Alps co-funded by the European Fund of Regional Development through the Programme "Alpine Space".

The panellist included a number of experts and the day that was held under the auspices of the new *Minister for the Environment Corrado Clini*, who have sustained the SWOMM works since ever. *Fabio Croccolo*, *General Director*, Italian Rail Regulation Office, Ministry for Infrastructures and Transport of Italy opened the works. Moderator of the workshop, *Paolo Angelini*, representative of the Minister for the Environment and Italian Focal Point for the Alpine Convention and discussant *Marco Ponti*, transport expert of the Politecnico of Milano.

The first speaker *Guido Piccoli*, Director of ALOT S.c.a.r.l. – Agenzia della Lombardia Orientale per i Trasporti e la Logistica, presented to the public the TRANSITECTS project, aiming at researching logistics solutions both environmentally sustainable and commercially viable. The topic of rail freight transport has been, moreover, analyzed by *Paolo Ciochetta*, Head of the Technical Direction of NordCargo, who told the technical interventions aimed at facilitating the train traffic in mountain areas and, at the end of the afternoon, by *Giacomo Di Patrizi*, Managing Director of Compagnia Ferroviaria Italiana.

Stefano Vescovi, Economical Advisor to the Swiss Embassy in Rome, described the institutional process which led to the construction of **new lines across the Swiss Alps**, impressive rail works to be completed and unveiled in the next few years, as a means for **a sustainable transport policy in favour of mountain areas**. With respect to the freight sector, this policy aims at shifting large part



of the traffics from the road to the railways. Vescovi believes that the reception **of the Eurovignette Directive in 2013**, charging the diverse transport modes for the costs of the atmospheric and acoustic pollution, will bring about **new opportunities to empower intermodal transport**. At the same time, the European Union decision of enlarging the jurisdiction of the *Emissions Trading Scheme* (ETS) also to the air transport, starting from 2012, will give a price to greenhouse gas emissions in the atmosphere. Showcasing examples from the past, Vescovi stated that significant infrastructural works are needed to improve the conditions of the society and to decide the route for freight and people.

Talking about traffic forecasts and environmental benefits, *Harald Frey*, of the Research Center of Transport Planning and Traffic Engineering of the Vienna University of Technology, restated the importance of an effective **planning of the transport system**: the **behaviours** related to transport are determined by the existing offer and not vice versa.

Marco Ponti, recalling the growing difficulties in getting public funding, stressed that, nevertheless, it is possible and convenient empowering old lines. Fabio Senesi, Rete Ferroviaria Italiana S.p.A.- Responsible of the Automatic Train Control projects of Rete Ferroviaria Italiana (RFI), explained how the **technological developments** implemented by Trenitalia and RFI, from the diagnostic systems to the use of the satellite technology, could enhance the existing infrastructures, under-employed with respect to the real potentialities.

In the afternoon, for the first time gathered together in Rome, relevant representatives of the secondary railways of the alpine arch told their realities, explaining progresses made to face problems which are common to many mountain railways as well as future plans: *Giancarlo Crepaldi*, Director General of Trentino Trasporti Esercizio per la Ferrovia Trento-Malè, *Daniele Corti*, Director of della Società Subalpina Imprese Ferroviarie - Ferrovia Vigezzina, *Enrico Bernasconi*, Representative for Italy of the Ferrovia Retica SA and *Marco Nimis*, President of the Club San Gottardo Ferrovia Turistica Internazionale Mendrisio Valmorea Malnate Olona.

How to solve, for example, problems like the **poor economic return of several rail lines and the lack of connections with other localities and regions**? In these as well as in other cases **road transport remains indispensable**. Therefore, parking areas close to the stations and connections by bus, could be effective responses to the needs of the citizens, but also innovative solutions such as the promotion of car sharing, the possibility to get on board bicycles and the use of dynamic QR code for an immediate acquisition of the timetable and of other information are among the new proposals of the Trentino Trasporti Esercizio, as "a cultural change has to be triggered", Crepaldi said.

Secondly, accurate strategies of **territorial marketing** have been implemented by these societies to promote **tourism** on mountain paths. The Bernina express, recognized in 2008 as part of the world's heritage by UNESCO, all inclusive packages with a skipass offered at the symbolic price of a Swiss franc are among the original ideas of the Retiche, la Vigezzina offers connections with bicycle paths and with other sport activities (canyoning, jumping, trekking), while the Valmorea suggests travels at the rhythm of the blues and swing, in roads of historical and natural value.



Moreover, an increase in the integration among services offered from the diverse rail companies, beyond the respective national belonging, is certainly desirable. "Among railways instead that competition there should be complementarity", suggested Bernasconi, fully agreeing with the statements made by other speakers during the day. Recalling a suggestive example from the world of biology, Senesi explained that, as the ecosystems in Galapagos, **national railway systems have developed autonomously** and, nowadays, an effort is needed to overcome this 150-year inertia and in order to create synergies. If more and more importance will be attributed to the European Railway Agency (ERA), established in 2006 to promote safer and compatible railways, the goal of an increased integration could be reached.

The conclusions of the works have been elaborated by Croccolo, back from the unveiling ceremony of the new train Italo of the company Nuovo Trasporto Viaggiatori in Nola. "What we are looking for – Croccolo said - is increasing transparency, the competition and find compromises in order to assure the satisfaction of all the stakeholders", recalling that "the liberalization and the competition are not the ends, but the means to improve the services, reduce the pollution and create tourist attractiveness". At the end of this meeting we could assert, Croccolo continues, that "some steps have already been made".

SWOMM represents since 2005 an international occasion of exchange on themes related to transport in mountain areas. As every year, the event is organized in December to mark the celebration of the **International Mountain Day** (11 December) designated by the United Nations General Assembly.

Contacts

SWOMM SCIENTIFIC SECRETARIAT

info@swomm.info

www.swomm.info



AGENDA

SWOMM 2011 - Railways, Mountains and Environment Tuesday 13th December 2011 Ministry for Infrastructures and Transport of Italy Building A, Ground Floor Viale dell'Arte N. 16, Rome, ITALY

9.00	Registration
09:30	Welcome: Fabio Croccolo, General Director, Italian Rail Regulation Office - Ministry for Infrastructures and Transport of Italy
09:40	Opening: Paolo Angelini, Italian Focal Point for the Alpine Convention - Ministry for the Environment of Italy and TRANSITECTS Project Partner
	Morning Railways transports across the Alps: state-of-the- art and perspectives Pres. Angelini, discussant Marco Ponti, Politecnico di Milano
	First session: Infrastructures
10:00	· New railways across the Alps <i>Stefano Vescovi, Economic Advisor, Swiss Embassy in Rome</i>
10:30	· More trains on old rails: technological improvements <i>Fabio Senesi, Rete Ferroviaria Italiana S.p.A. Responsible of Automatic Train Control Department of Standard Regulations Development and Homologation</i>
11:00	· Traffic predictions and environmental benefits <i>Harald Frey, Research Center of Transport Planning and Traffic Engineering - Institute of Transportation Vienna University of Technology</i>
11.30	Coffee Break
	Second session: Transport services
12:00	· The development of transalpine freight transport <i>Paolo Ciochetta, Head of the Technical Direction of NordCargo</i>
13.15	Lunch
	Afternoon The railway in service of Alps: opportunity for development Pres. Croccolo
14:30	Round Table Alpine trains for passengers: seasonal tourism and deseasonalization
	Themes:
	· Conferences and business events



	<ul style="list-style-type: none"> · Sky transport · Summer and hiking tourism · Summer and winter non hiking tourism · Historical trains
	Panellist: <ul style="list-style-type: none"> · Retic Railway <i>Enrico Bernasconi, Italian Representative for Ferrovia Retica SA</i> · Vigezzina Railway <i>Daniele Corti, Director of Società Subalpina Imprese Ferroviarie - Ferrovia Vigezzina</i>
	<ul style="list-style-type: none"> · Trento-Malè Railway <i>Giancarlo Crepaldi, Director General Trentino Trasporti Esercizio</i>
	<ul style="list-style-type: none"> · Valmorea Railway <i>Marco Nimis, President of Club San Gottardo International Tourist Railway Mendrisio Valmorea Malnate Olona</i>
	<p style="text-align: center;">Third session: Freight deliver by trains</p>
16:30	Freight transport for railways and logistics: a striking balance <i>Giacomo Di Patrizi, Managing Director of Compagnia Ferroviaria Italiana</i>
17:00	TRANSITECTS - Transalpine Transport Architects: intermodal Sustainable Solutions for the Alpine Rail Transport in a Changing Market <i>Guido Piccoli, Director of ALOT S.c.a r.l. – Agenzia della Lombardia Orientale per i Trasporti e la Logistica</i>
17:30	Conclusions <i>Marco Ponti, Politecnico di Milano</i>