

The Development of Logistic Corridors in Italy

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Goals for a competitive and resource efficient railway transport system

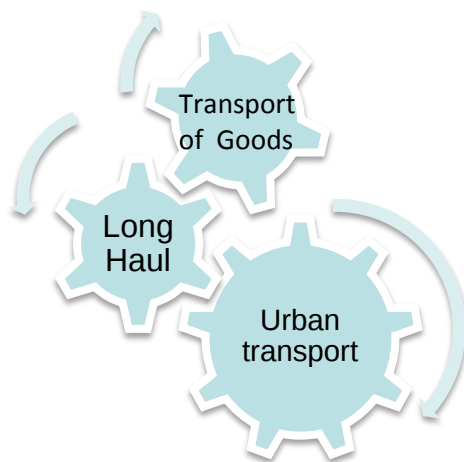
The Business Plan is a document drawn up by RFI, based on the strategy for developing the railway infrastructure published by the Member State.

It includes investment and financing programs.

It aims to ensure optimal and efficient use and development of the infrastructure as well as financial balance.

It shows the means to achieve the goals.

The main items of network development



URBAN TRANSPORT

Innovations and strong discontinuity in quality for the revival of the sector, especially in large metropolitan areas.



LONG HAUL

Further development of the network with a mix of "light" and "heavy" investments aimed at performance upgrading and development of the High Speed / High Capacity network and the speeding up of the existing lines connected with the High Speed Railway.



TRANSPORT OF GOODS

Actions aimed at strengthening rail freight corridors, connecting to the main ports and terminals and increasing commercial speed in the main national corridors.

Goals for a competitive and resource efficient railway transport system

Goals of the **White paper** presented by the European Commission in 2011.

2030

- 30% of road freight over 300 km should shift to other modes
- Triple the length of the existing European High-Speed rail network
- Halve the use of 'conventionally-fuelled' cars in urban transport

2050

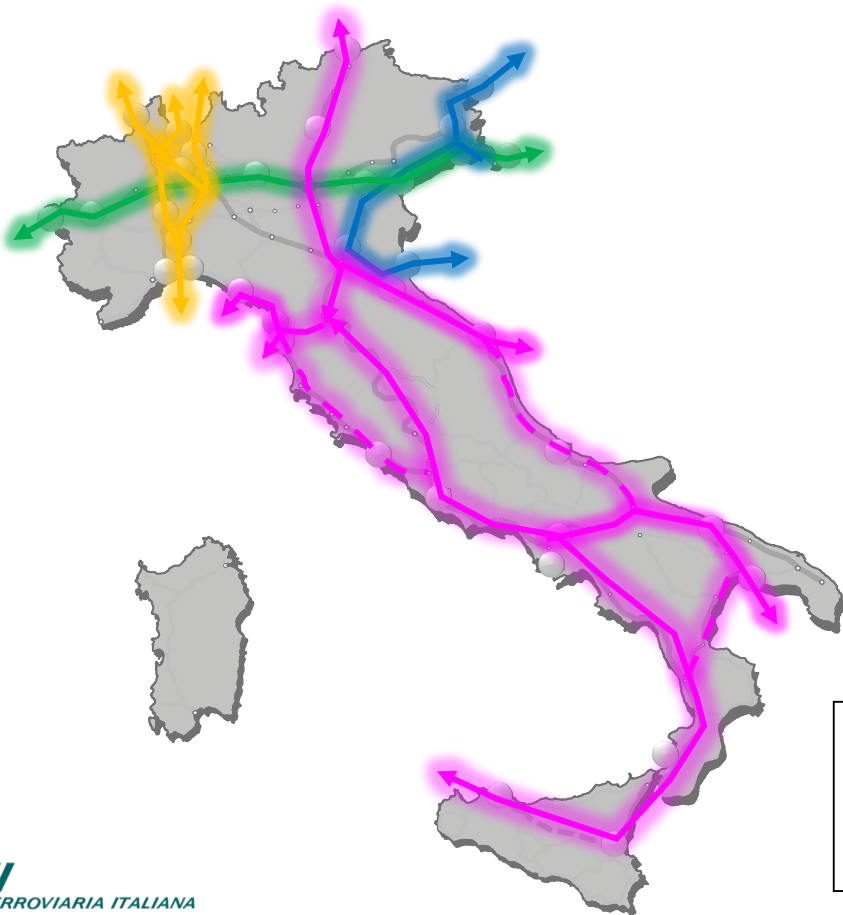
- 50% of road freight over 300 km should shift to other modes
- Complete a European High-Speed railway
- The majority of medium-distance passenger transport should go by rail
- Connect all core network airports to the rail network



Freight Mobility System: TEN-T Core Network Corridors

The Committee UE, at the end of 2013, has published the paper of the new Core Network **TEN-T** (Trans-European Transport Network) and of the **9 main Corridors** of the Core Network in the European common market.

Italy is in the middle of the European core Network



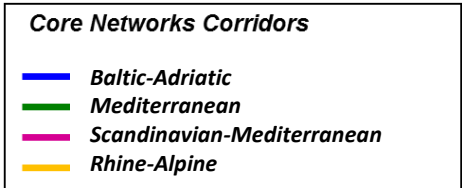
Core Corridors involving Italy

4 Corridors

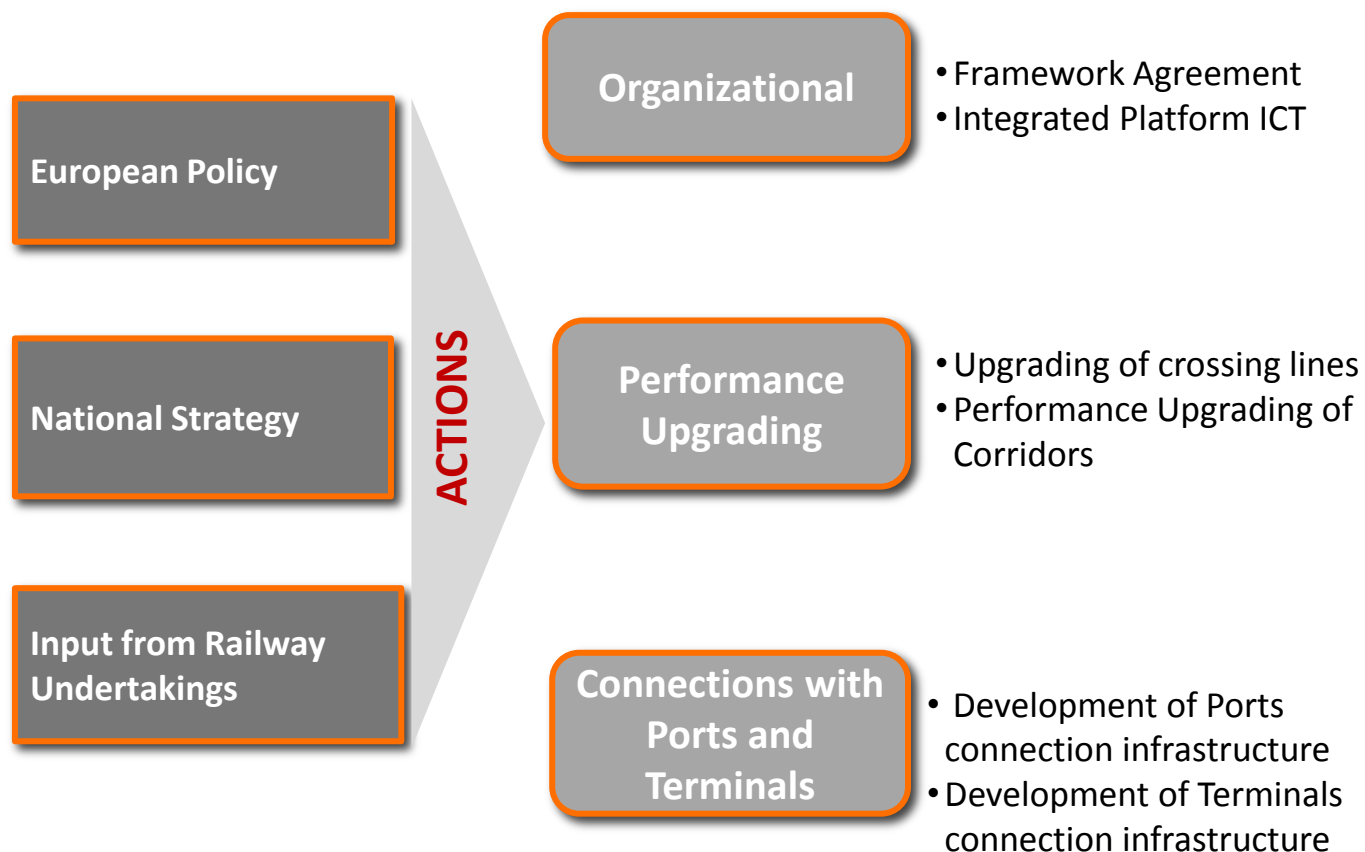
5.100 km of Network

58 main Freight Terminals

351 railway connections with industrial plants

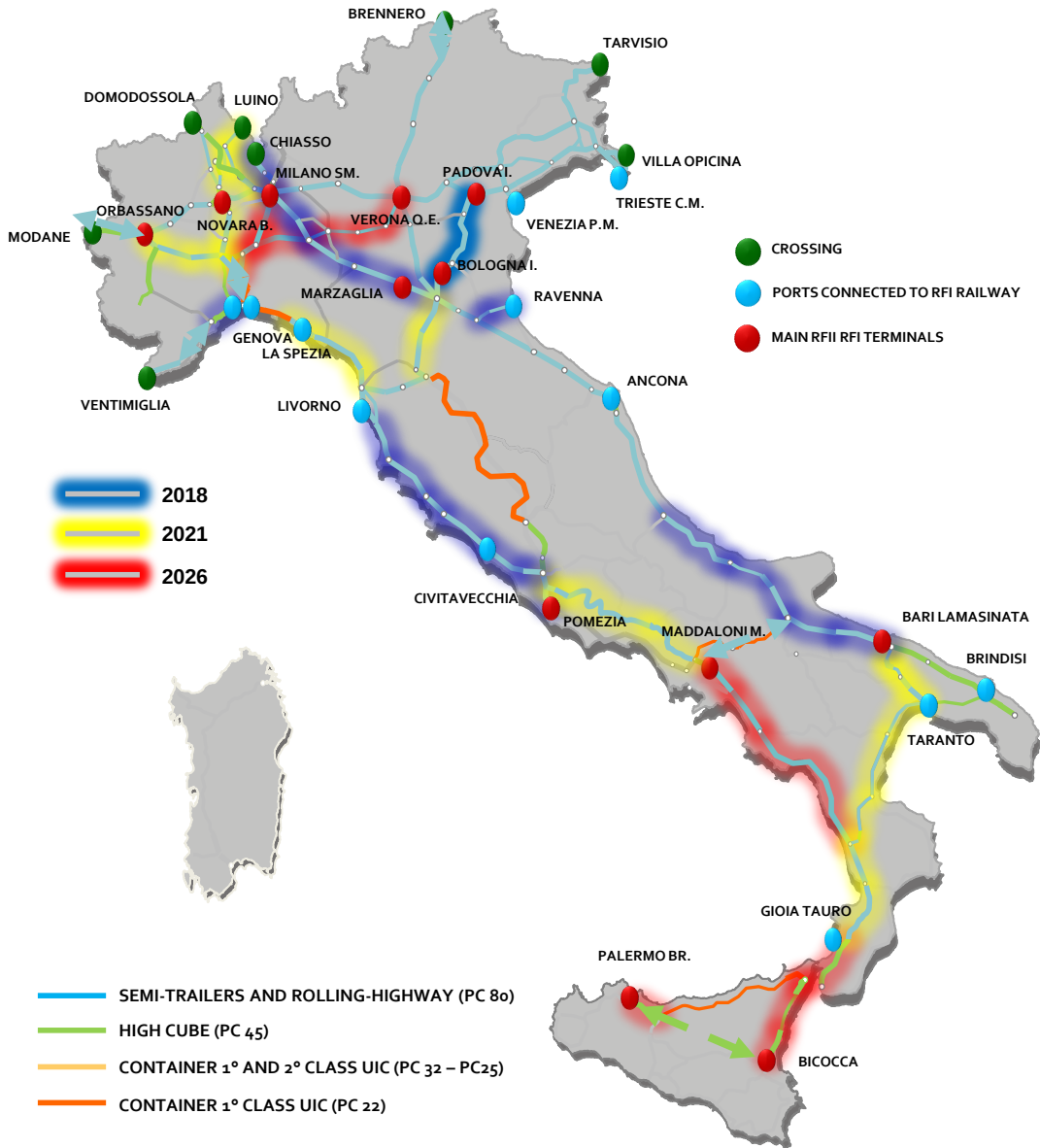
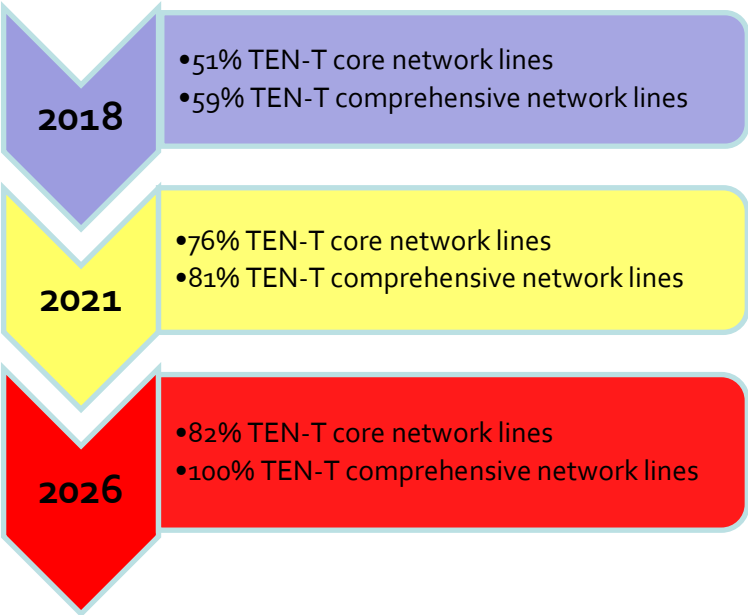


Freight Mobility System: concept



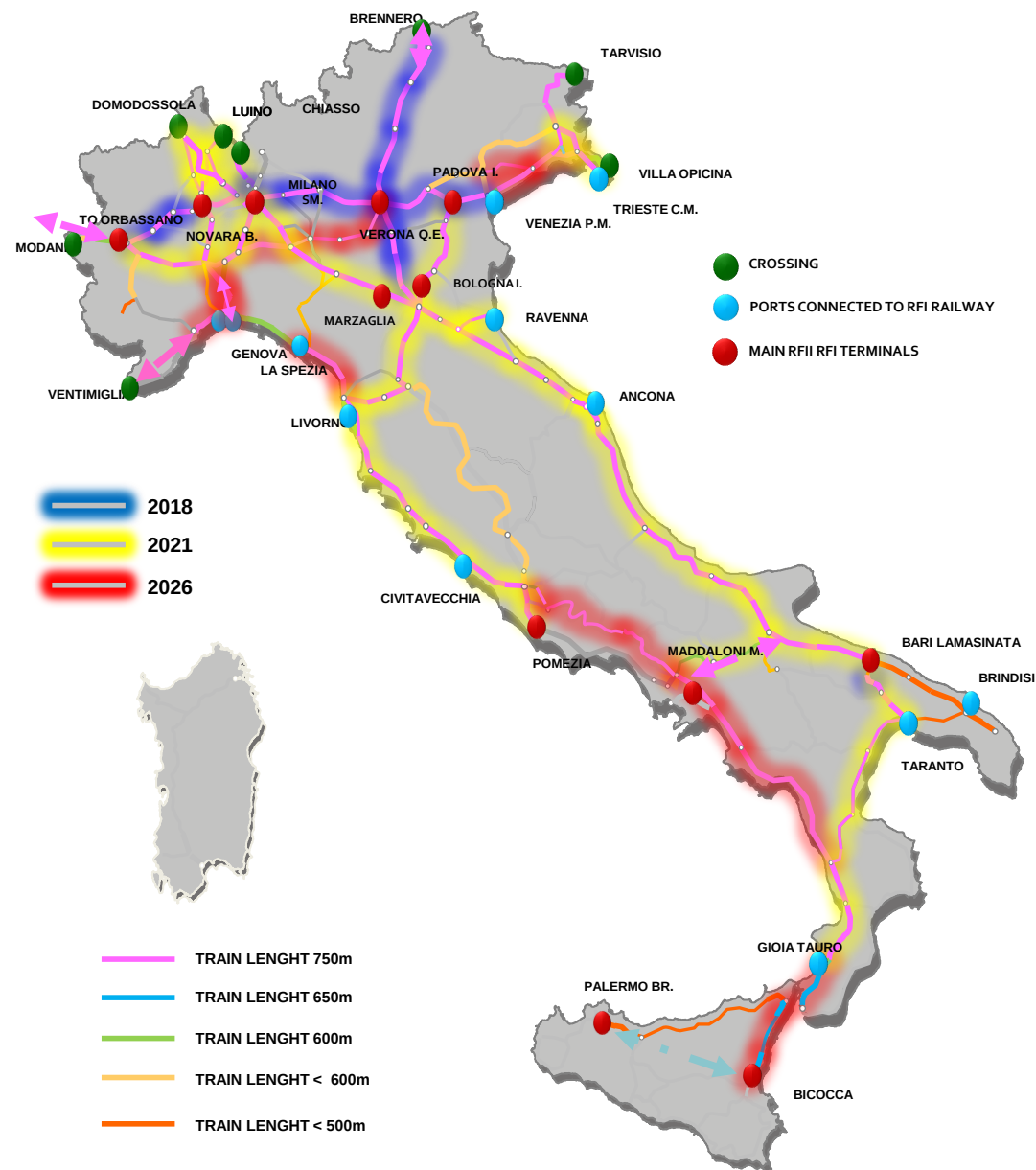
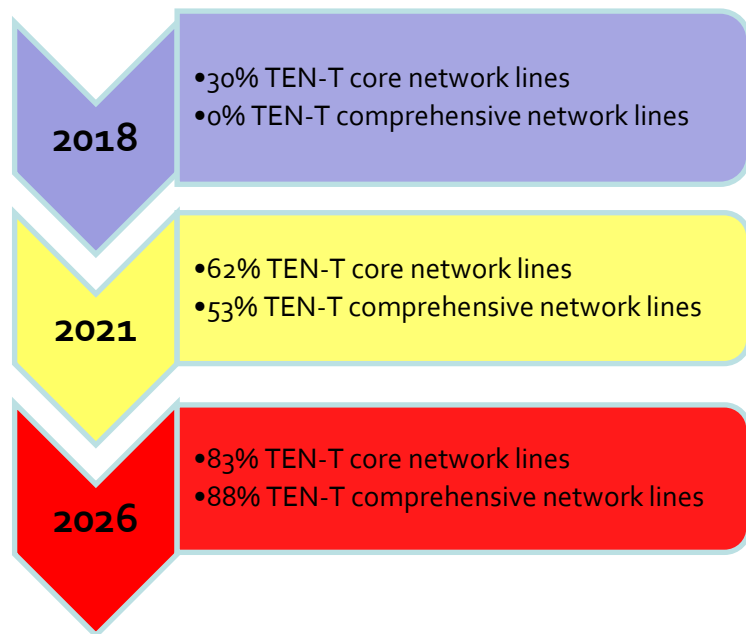
Freight Mobility System: Loading Gauge

Development Scenarios



Freight Mobility System: Train Length

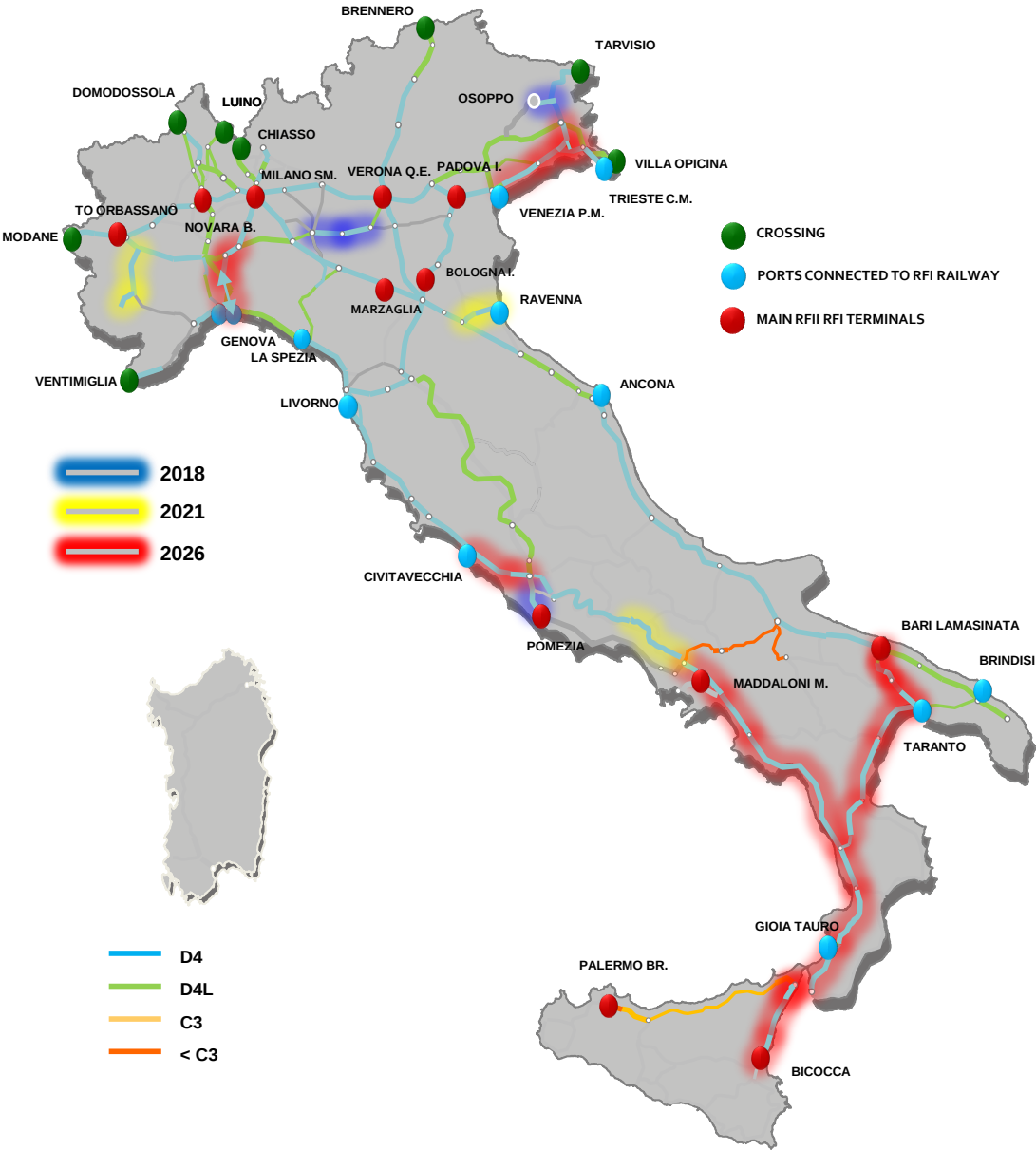
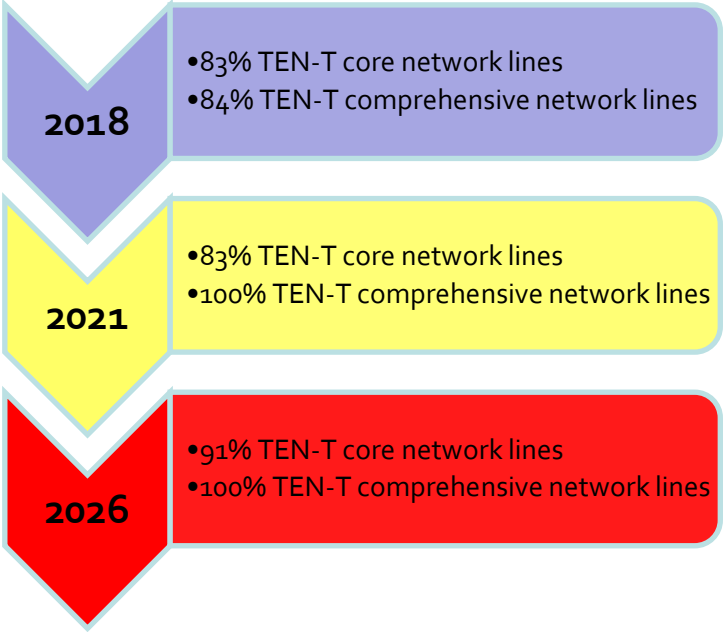
Development Scenarios



Freight Mobility System: Axel-Load

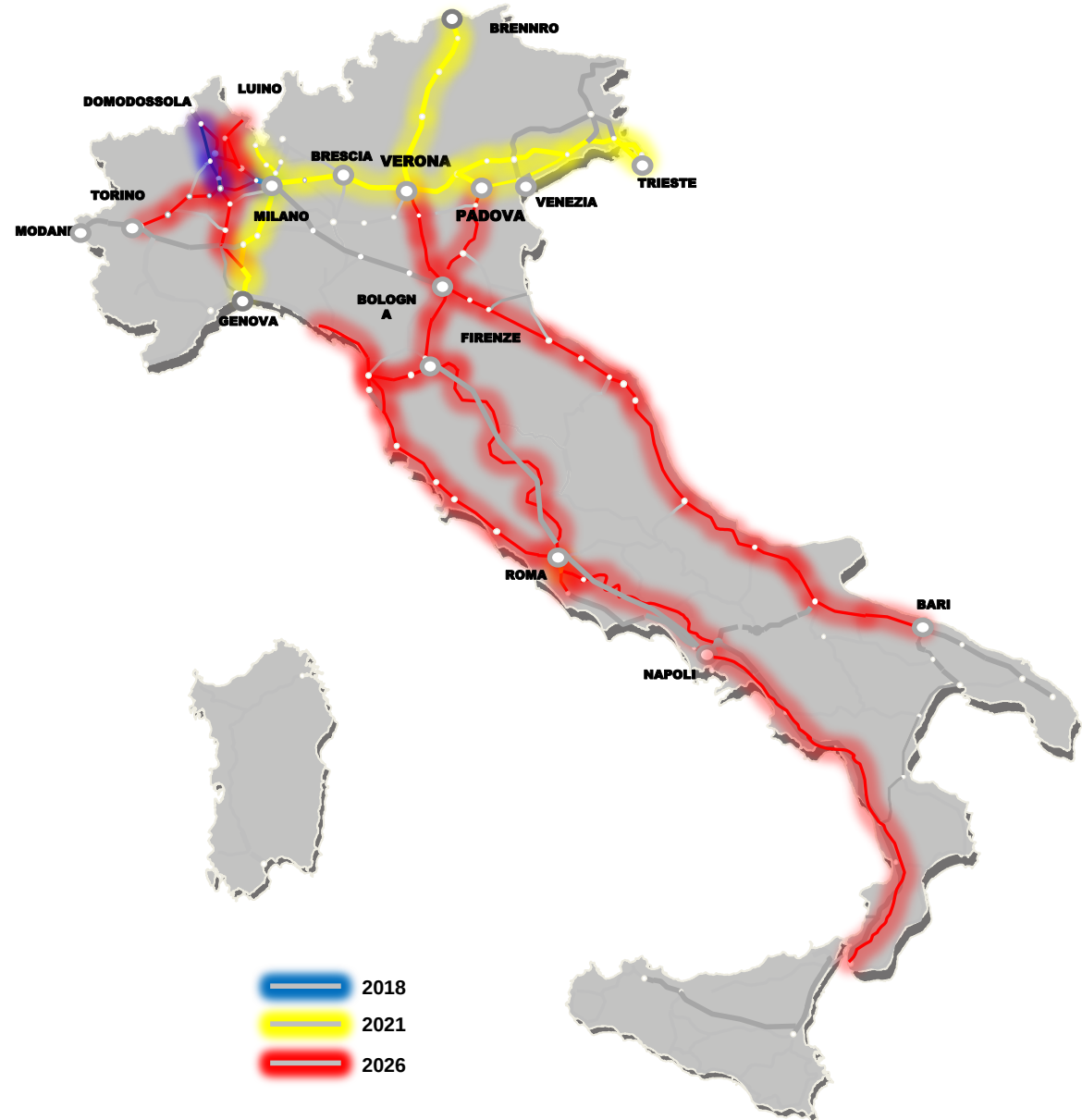
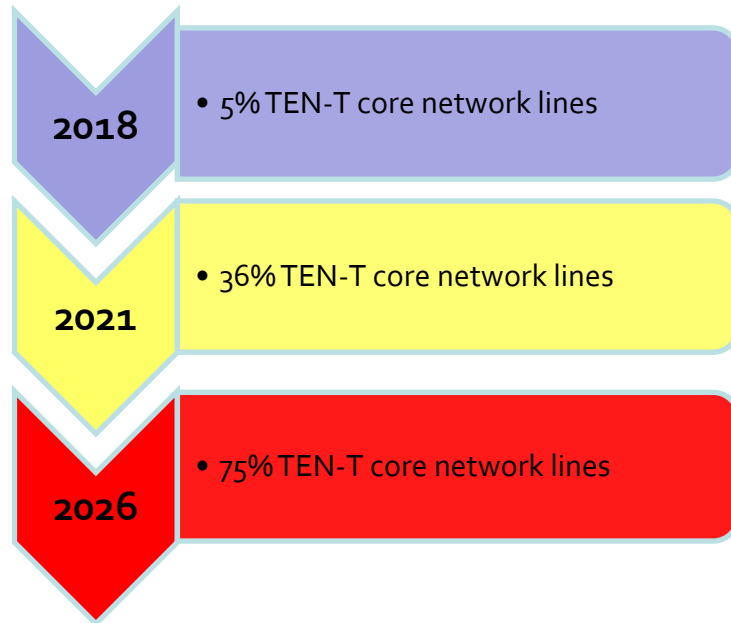


Development Scenarios

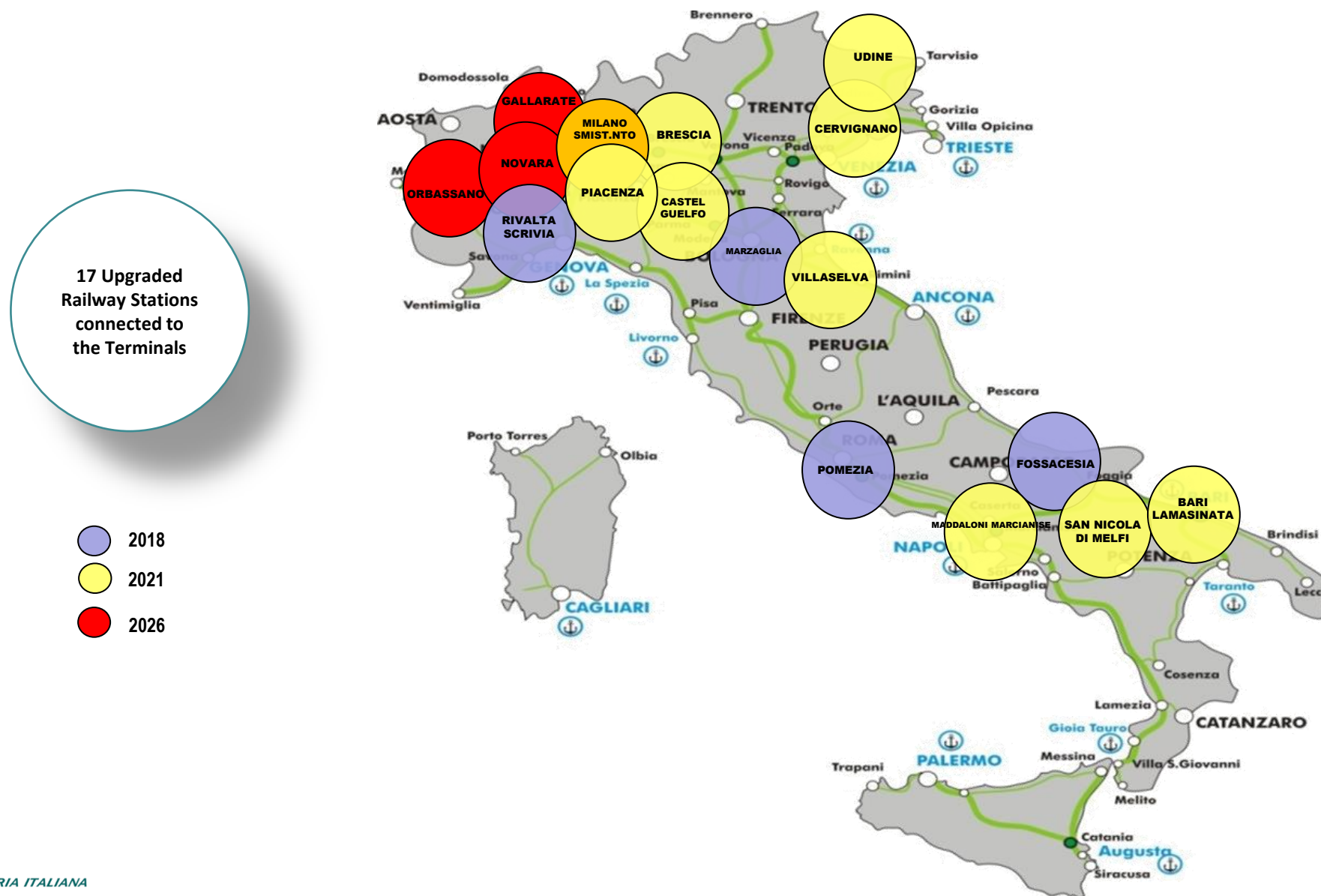


Freight Mobility System: ERTMS

Development Scenarios



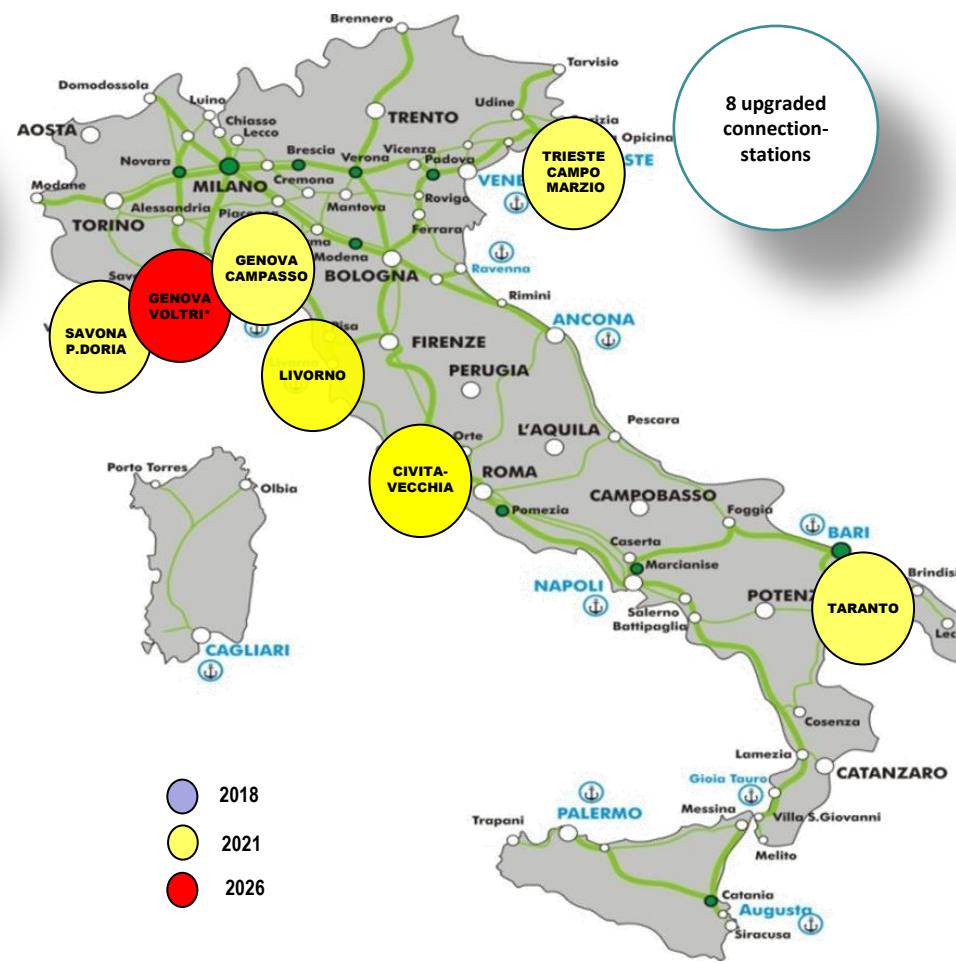
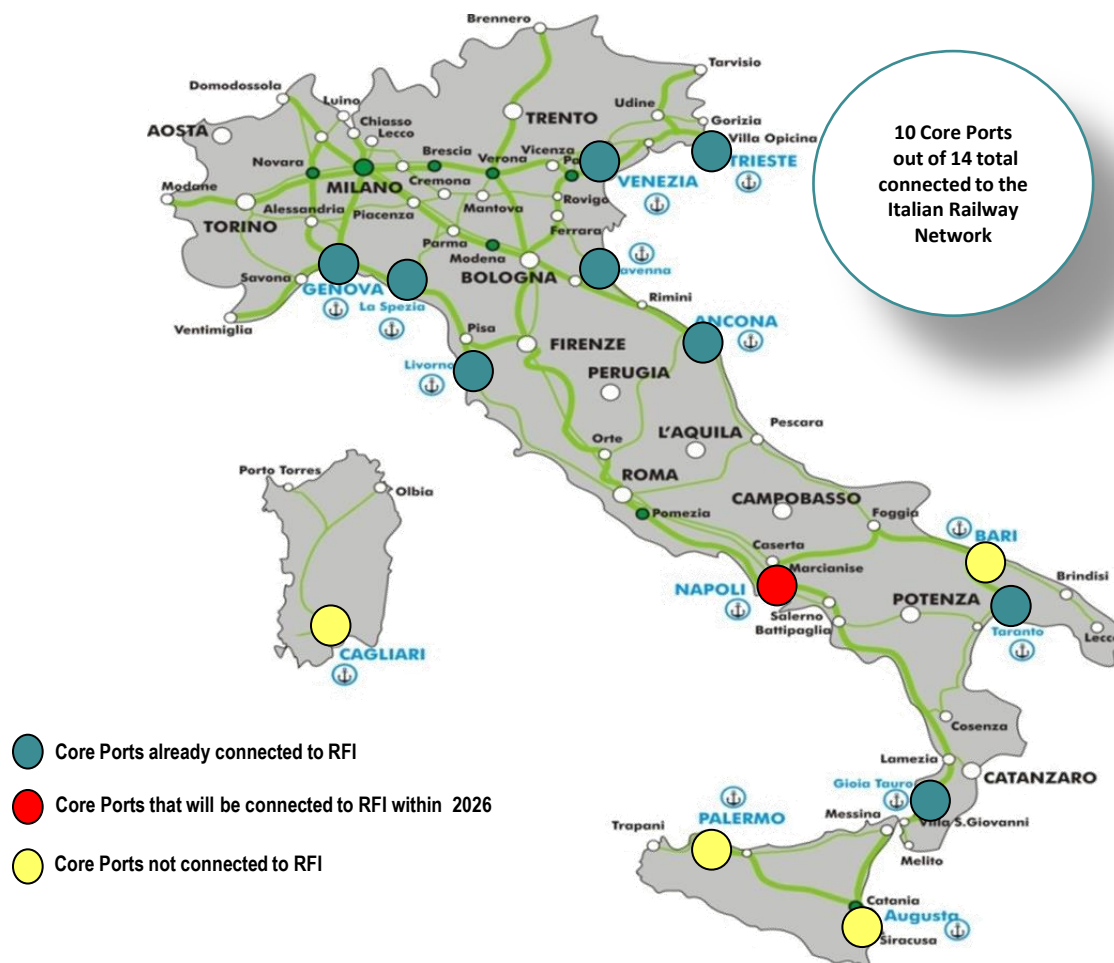
Upgrading of RFI stations connected to terminals and industrial plants



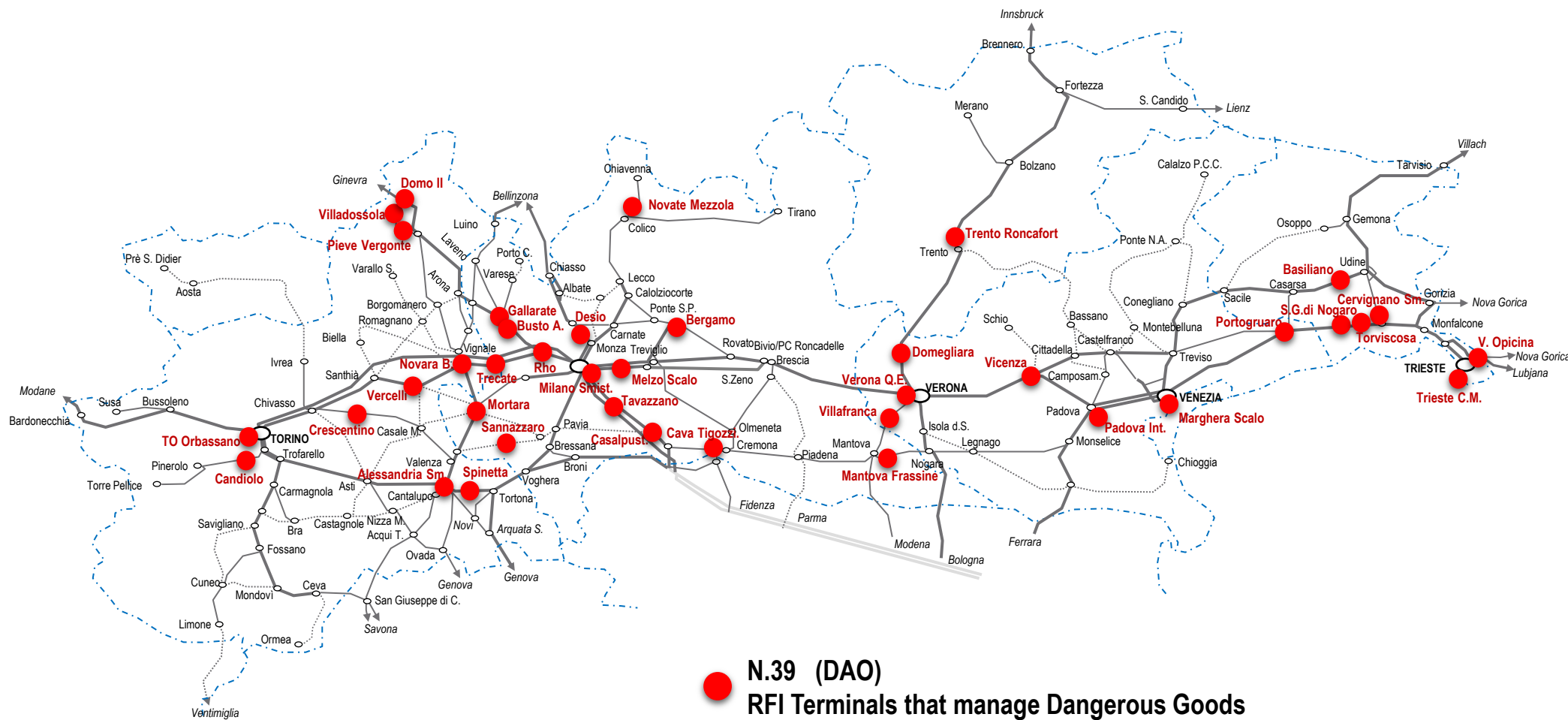
Performance upgrading of ports

Connection of the Core ports to the railway network

Upgrading of railway stations connected to the Ports



Freight Mobility System: Railway Stations that manage Dangerous Goods



Freight Mobility System: Railway Stations that manage Chemical Products

