

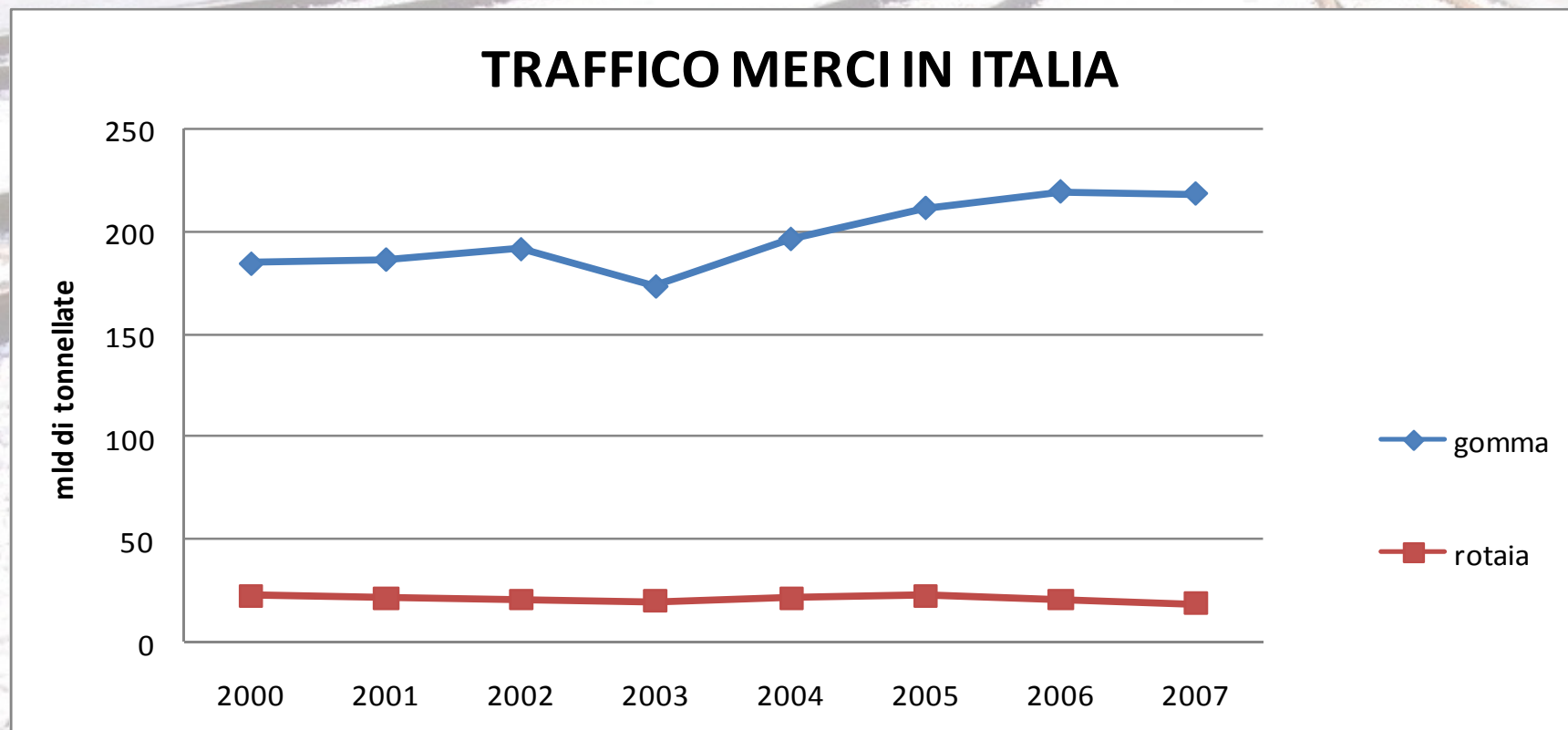
# Conference on “Sidings & Last Miles”

- *The Italian Situation* -

Mauro Pacella  
Secretary General ASSOFERR

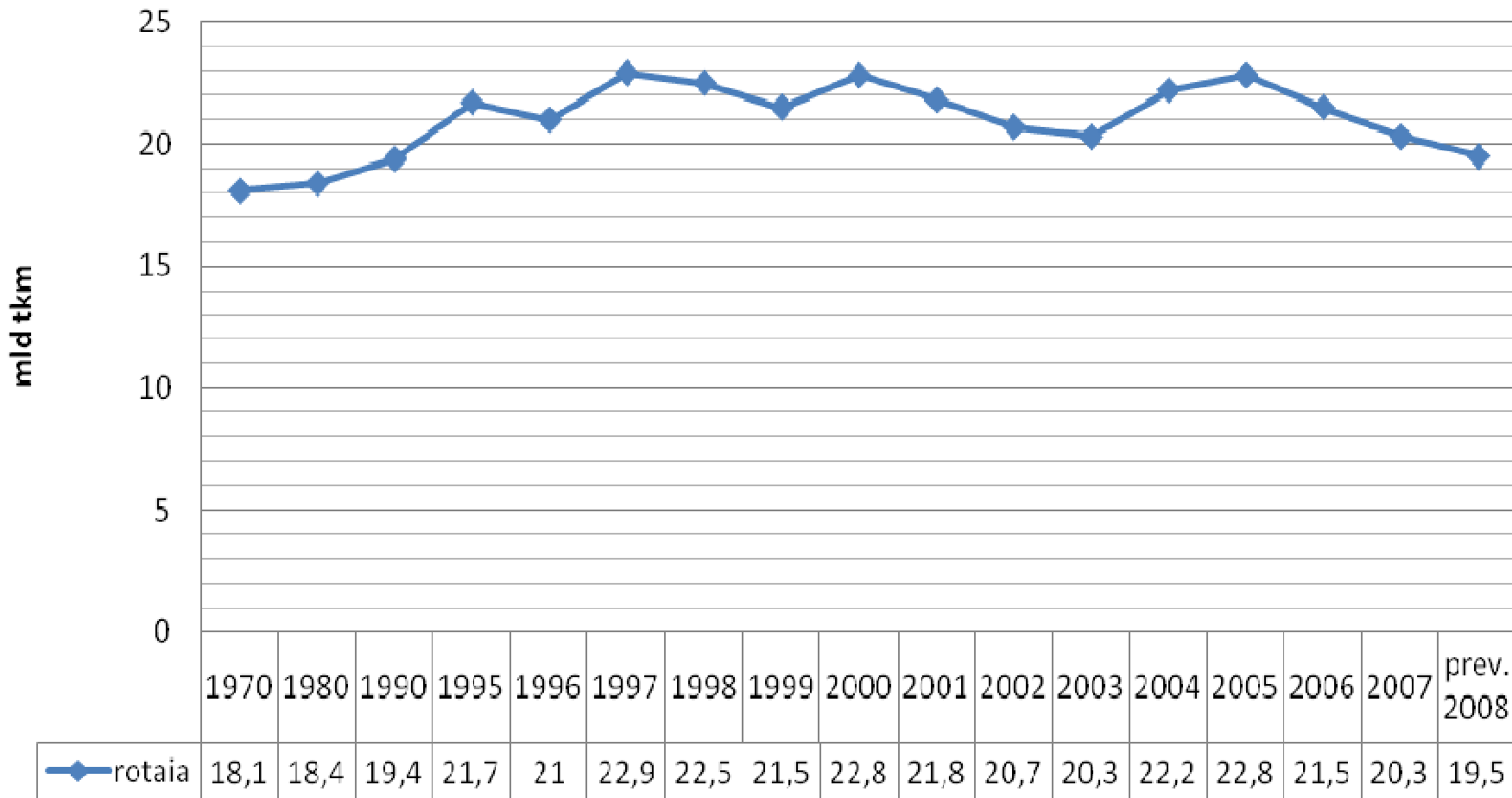
Bruxelles: 28<sup>th</sup> November 2008

- ASSOFERR is the Italian Association of Railway and intermodal Operators.
- ASSOFERR in own structure has a section completely dedicated to sidings and last miles operators
- ASSOFERR is really convinced from the importance of sidings and last miles operators in the liberalized rail system
- Sidings and last miles service are the “engine” to have an efficient rail system to transfer goods.
- The actual failure of rail liberalization in Italy is consequence also from not efficient use of sidings and last miles service

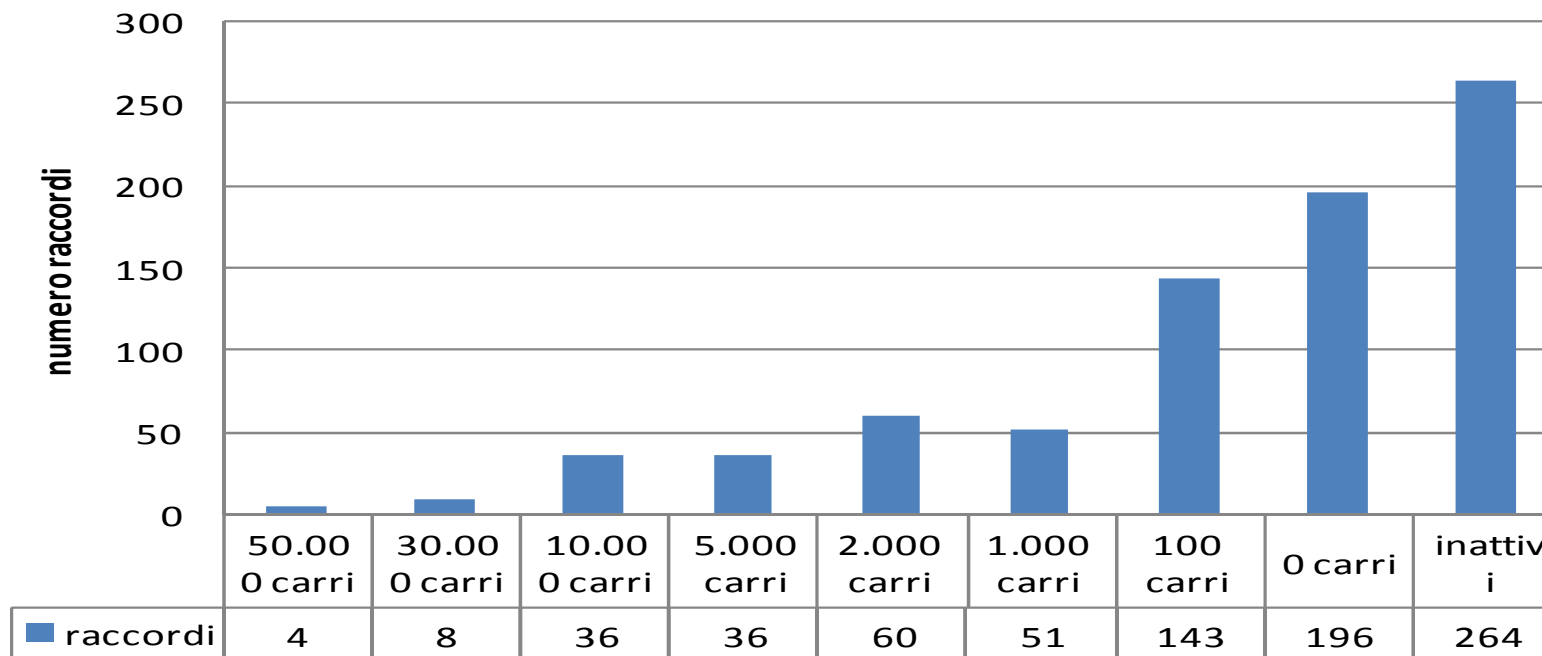


- Road: 87%
- Rail 7%
- Other different modality 6%

## TRASPORTO MERCI FERROVIARIO IN ITALIA



### classificazione raccordi in Italia



- 264 Inactive Sidings (without wagons movement)
- 196 Sidings with 0 wagons movemented
- 338 Sidings with >0 wagons movemented
- 40 Sidings are directly connectet with net or served by 190 Junction Station

- Problem of correct definition.
  - What is “sidings”.
  - What is “last miles operators and service”
- The sidings in Italy principally served:
  - Industry
  - Ports
  - Intermodal centre and logistic platforms
- The authorization to design, building and open a siding is in charge of Infrastructure Manager
- Some competence will be in charge of National safety authorities shortly
- Sidings need a contract with RU to have authorization to work

- The IM wish to close all sidings with less of 2000 wagons movemented per year: It is a problem of sharing with market
- The cost of service to serve sidings in Italy could be so expensive to have in some cases the same cost of the traction
- General contract of use of sidings has not been uptaded to new market
- New RU are forced to use monopolist service
- A lot of junction station cannot realize the composition of long and heavy trains: it is a problem of efficiency

## Possible Solutions:

- European siding policy to define a new juridical subject as sidings and last miles operators. It's necessary a “second level RU” to service only in sidings and in junction station for several RU.
- Financial aids finalized to develop Sidings as a private and independent infrastructure with last miles services
- More collaboration from IM with subjects interested to open and manage sidings and last miles services
- New Operating Contracts with shared definition between Operators, IM and RU
- New Technical General Condition of sidings junction and use
- Different and new program of professional qualification of shunting locomotive drivers

**THANK YOU FOR YOU ATTENTION**

Mauro Pacella  
Secretary General ASSOFERR

[www.assoferr.it](http://www.assoferr.it)

[mauro.pacella@assoferr.it](mailto:mauro.pacella@assoferr.it)