


TAKING
COOPERATION
FORWARD

 Novara | 26 February 2019

Through the Pilot Phase and Beyond

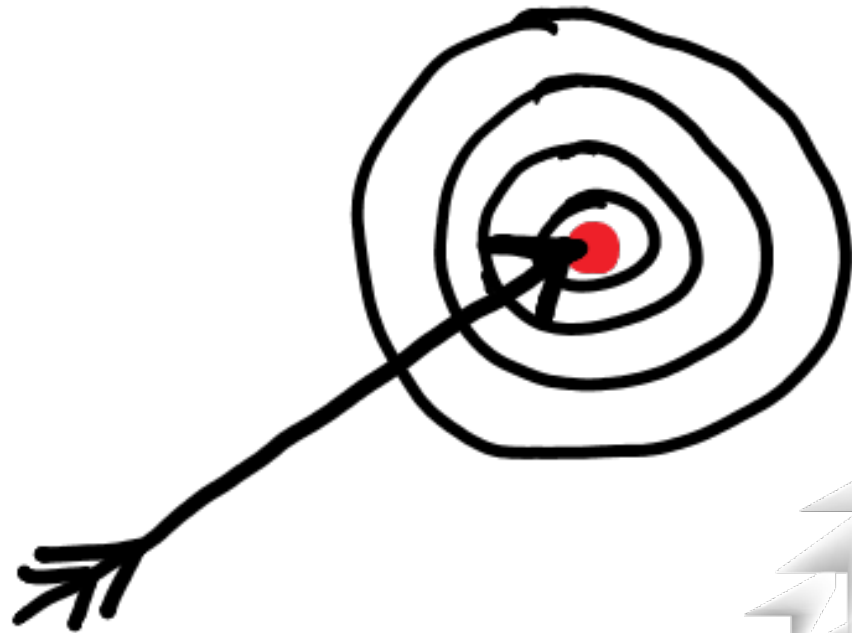
 Enrico Brena | Sc Sviluppo Chimica

Promotion of multimodal transport of chemical goods

35 companies

+10% Multimodal

-5% CO₂



Project Results at european level

58 companies involved  75 routes identified

40 routes deeply discussed with economic offer



1,141 bilion tkm & 70,852 tons per year of CO₂



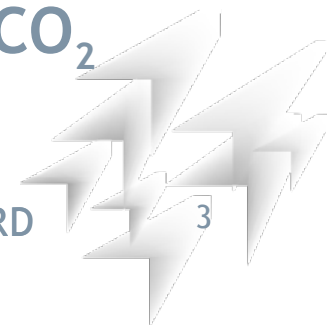
8 routes successfully shifted to MM



11.9% of total tkm
10.5% reduction of CO₂ emission



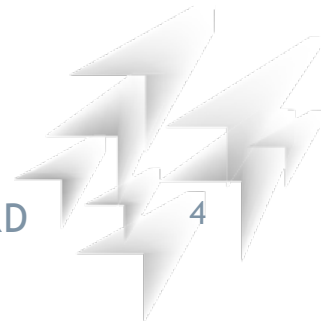
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Dialog between Chemical Companies and LSPs was very detailed.

Current transport was analyzed in terms of:

- Starting - ending point (internal rail truck, close infrastructure connection etc);
- type of products (solid, liquid, bulk, packed, ADR, Non-ADR, specific products needs such as controlled temperature, special equipment etc);
- Quantities;
- Frequencies;
- Transit time needs;
- value of the products (high value, low value, no selling prices)
It impacts deeply on transport choice;
- CO₂ impacts;



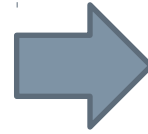
Italian Pilot: Results

	Total	Shifted
Number of Companies	6	3
Logistic Operators	9	
Number of Routes	10	4
Tonnage in t	12,140 t per months	7,440 t per months
Distance in km	10,841 km	2,543 km
Transport Performance in tkm	7,917,030 tkm	3,041,760 tkm
CO2 before (Truck) in t	479.96 t per months	199.8 t per months
CO2 after (Multimodal) in t	-	87.77 t per months
CO2 reduced in t	-	112.03 t per months



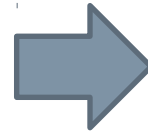
Why the MM shifts can't take place

- Lack of connections
- Saturation of rail slots
- Lack of infrastructure



No offers can be provided to chemical companies

- Costs
- Time delivery
- Reliability
- Infrastructure not adequate (last mile)
- Special wagon for chemicals often required
- Investment



Offers can be evaluated but they need to be competitive...and sometimes they are not



Was this useful somehow?



