The role of Freight Villages in logistic transport chain
The strategic infrastructure for urban distribution

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• What is a FV?
• Italian experience and the case of Bologna FV
• Bologna Case - NEW PROJECT for CITY Logistics
A freight village is a defined area within which all activities relating to transport, logistic and distribution of goods, both for national and International transit are carried out by various operators. A freight village must also be equipped with all the public facilities to carry out the above mentioned operations. In order to encourage intermodal transport for the handling of goods, a freight village must preferably be served by a multiplicity of transport modes (road, rail, deep sea, inland waterway, air).
Benefits using FV model

• The integrated model of freight village is preferable to the non-integrated one.
• The concentration of transport and logistic activities in larger infrastructures is more economic and efficient than several smaller intermodal terminals scattered over the territory.
• Co-ordinated planning and funding is necessary to develop freight villages and intermodality.
• Offer alternative transport solutions more efficient and complete
• Move part of the freight transport from road to different modes of transport (intermodality/comodality)
• Manage the exponential increase of freight transport in the optimal way
Italian experience and the case of Interporto Bologna
Italy is the sole Country in Europe that has co-financed as from 1990 the construction of freight villages through law 240/90 whose main objective was to improve INTERMODALITY and decrease Urban congestions due to Heavy Freight Transport.
Specialized Logistics area

- Warehouses with raised docking bays
- Warehouses with rail-road interchange
- Large-sized warehouses
- Public warehouses for storage
Bologna FV Objectives

- No heavy traffic inside the urban areas
- Strategic construction of logistics infrastructures to increase the competitiveness of the transport and logistics companies in order to provide the production system with more efficient services
- Promote the rail transport

- Congestion
+ Productivity
+ Intermodality
## Bologna FV figures

<table>
<thead>
<tr>
<th>Category</th>
<th>2000</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Total freight transport</td>
<td>3,561,639 tonn</td>
<td>4,680,000 ton</td>
</tr>
<tr>
<td>2. Intermodal trains</td>
<td>132/week</td>
<td>196/week</td>
</tr>
<tr>
<td>3. Wagons</td>
<td>29,102</td>
<td>56,412</td>
</tr>
<tr>
<td>4. Transport and logistics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>companies</td>
<td>78</td>
<td>100</td>
</tr>
<tr>
<td>5. Increase of logistics demand</td>
<td>150,000 covered sqm</td>
<td>350,000 covered sqm</td>
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</tbody>
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Intermodal Facilities

- 2 TERMINALS of 14 Ha each.
- 7 mobile cranes / 42 tons
- Total Storage Capacity – 8000 TEU
- Total handling volume 127,000 Loading Units
- Future handling capacity – 300,000 Loading Units
Post-Effects

- Increasing of productivity ton/sqm within warehouses (+30%)
- Growth of competition among transport and logistics companies
- Higher quality services
Sinergy between maritime port and Freight Village
Bologna-Ravenna rail service connection

2 Trains per week
8500 Lorries/year shifted from Road to Railway
Bologna Case

NEW PROJECT for CITY Logistics
Freight destination:
- Bologna metropolitan area: 25% of which 8% (estimated) within Historical City Centre
- 75% rest of Italy and Europe
Objectives of Urban Distribution Platforms

1. Reduce CO₂ Impact and acoustic pollution levels
2. Support alternative transport vehicle use
3. Reduce delivery time
4. Reduce city congestion through integrated solutions of transport system and infrastructures able to support a better organization of territory and urban systems
Bologna Municipality Policy

1. Improvement of ticket issue through a new widespread on the territory;
2. Increase of flexibility of the access to the a Z.T.L. with the introduction of a daily ticket over the one valid for 96 hours already existing;
3. Enlargement of the time window to access the “T” zone for the methane or GPL vehicles;
4. Improvement of parking availability, that despite the areas’ specialization, is still one of the main critical element;
5. New access regulation oriented to promote who works with higher efficiency level;
6. Availability of technological instruments for the route optimization in relation to the traffic conditions.
Bologna City Logistics Project

Call for bids

1. Identify specific area for packing/unpacking freight addressed to urban areas
2. Support the substitution of traditional means of transport for freight transport in urban areas with low environmental impact
3. Reduce number of vehicles circulating in Bologna through the increase of loading factor and route plan with higher presence of specialized transport

2 Milion € granted whose 500.000 € of co-financing
Bologna City Logistics Project- VAN SHARING

How to respond...

- Favourite synergies among operators already involved in urban distributions (Consortium)
- Provide almost 15 low emission vehicles
- Create an IT Platforms supporting Route Planning, Loading Optimisation, Park Booking for dedicated stop areas
Thanks for your attention