

# Perspectives of Chemical Logistics in the Province of Novara



EUROPEAN CHEMICAL  
REGIONS NETWORK

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Province of  
Novara

# PIEDMONT REGION AND PROVINCE OF NOVARA

- **Inhabitants:** 4,3 million (7,5% of Italian inhabitants)
- **Area:** 25.399 kmq (8,4% of Italian area)
- **Gross Domestic Product (GDP):** over 100 billion Euros (8.7% of Italian GDP)
- **Main economic sectors:** car industry, textile industry, polymers and chemicals, food sector, engineering industry, aerospace and IT.



## Chemical Industry

- 1.800 companies
- 50.000 employees

## Main sectors

- Basic Chemicals, Synthetic fibres, Pharmaceutical, Plastic and Rubber, Polymers, Petrochemical production



## INTERNAL STRENGTHS



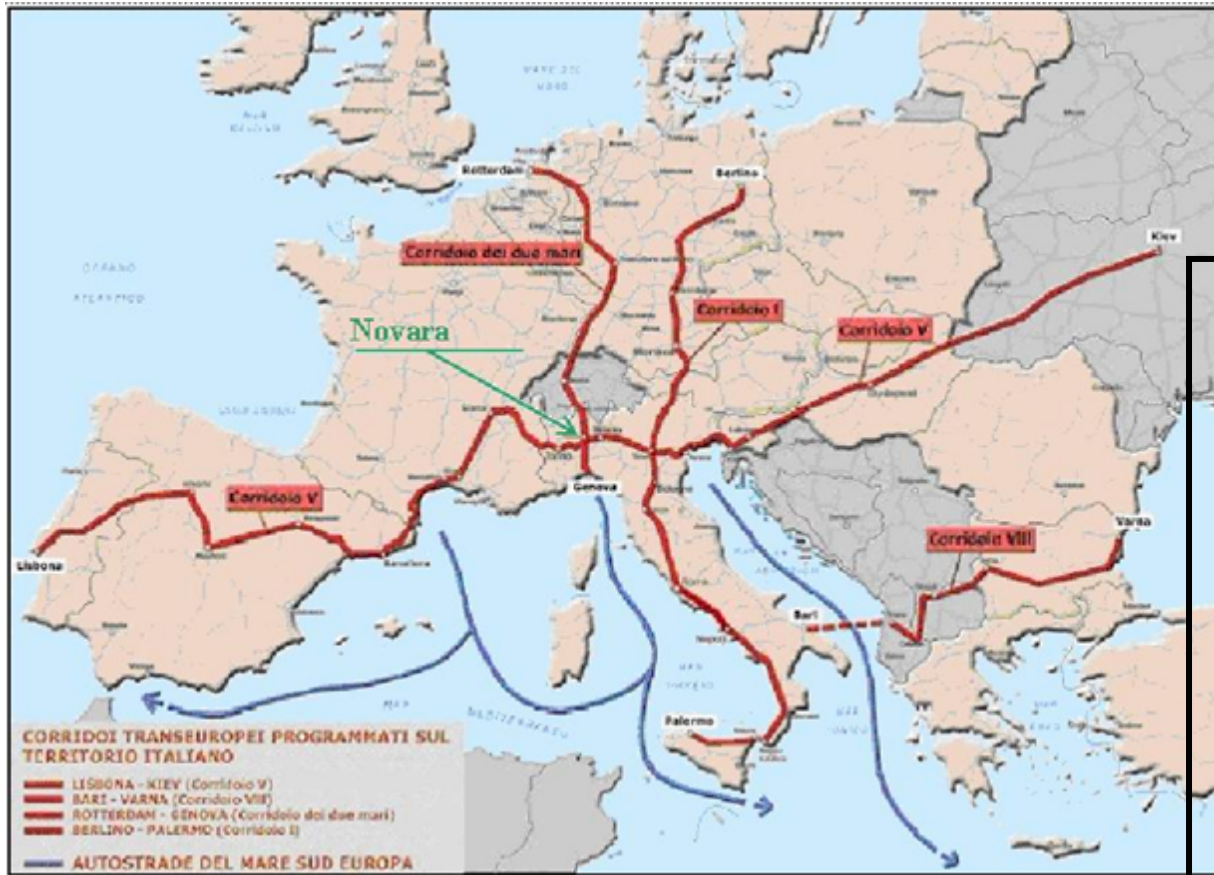
Novara is the most important **CHEMICAL DISTRICT** in Piedmont ( 43% of its chemical production – DG 23, DG 24 , DG 25 ), and it borders Milan province, hearth of the Italian chemical industry.





# EXTERNAL OPPORTUNITIES AND CHANCES

## TRANSPORT INFRASTRUCTURE



Province of Novara

**NOVARA LIES AT THE INTERSECTION OF 2 MAIN EUROPEAN CORRIDORS**

**LISBON- KIEV (C5)**

**ROTTERDAM- GENOA (C24)**

# EXTERNAL OPPORTUNITIES AND CHANCES

## ROAD

- Piedmont is the Italian region with largest motorway extension ( 800 km out of 6500 km )

- Novara has direct access to 2 main Italian motorways:

A4 ( Turin-Venice: East West )

A26 ( Gravellona T. – Genoa/Voltri: North South )

## WATERWAYS

There are no inland waterways in Piedmont



# EXTERNAL OPPORTUNITIES AND CHANCES

## RAILWAYS

***Novara is one of 2 main Piedmont shunting stations***

**A new cargo rail axis is being built between Novara and Vignale: this will allow traffic to/from Domodossola (Simplon) and to/from Luino (Gotthard) grow.**

***Besides Trenitalia (the state railway company), Novara is connected with Milan by a private railway company (F.N.M.), which operates on its own rail tracks.***



Province of  
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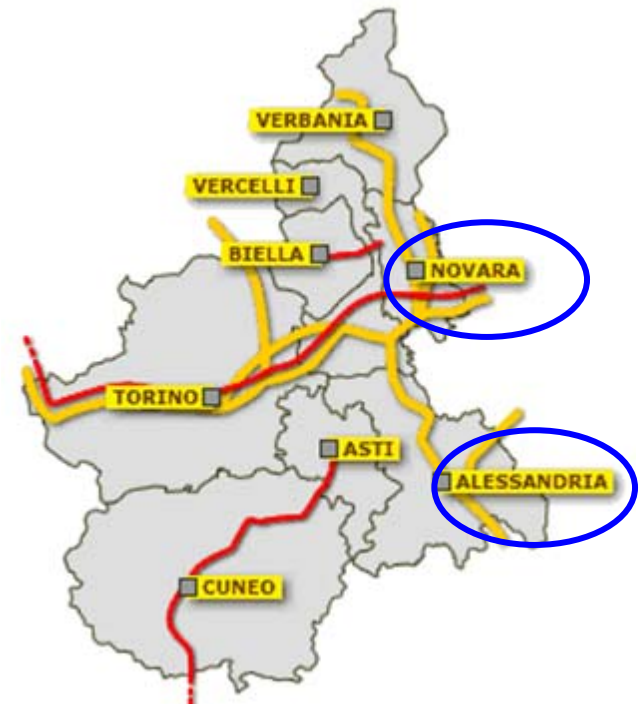
# EXTERNAL OPPORTUNITIES AND CHANCES

## INTERMODAL

**There are 2 main hubs  
in East Piedmont**

- **Novara C.I.M.**, with its convenient geographic location
- **Alessandria area**, which is now being completely rebuilt, to become the hinterland main hub for Genoa and Savona in 3 years

Also Novara C.I.M. will undergo a major revamping (installation of new rail tracks more than 1000 m. long, to allow parking space for block trains ).



Strict cooperation between these two intermodal centers is foreseen, just to be prepared to serve the future traffic increase from/to North Europe, after the completion of Alptransit project.

# EXTERNAL OPPORTUNITIES AND CHANCES

## PIPELINES

*Piedmont pipeline network has an extension of about 600 Km connecting 11 sites, all located in Northern Italy*



The strategic knot, controlling almost all the pipelines, is the SARPOM refinery in Trecate, 10 Km west of Novara





# EXTERNAL THREATS

## TRANSPORT INFRASTRUCTURE

### RAILWAYS

There is a growing shortage of side tracks connecting the industrial sites: in spite of that, track dismantling goes on, compelling industries to choose road transport.

The “rolling motorway” to/from Switzerland through the Simplon tunnel is accessible for trucks only from Novara: there is no other more northern access

Arcaic labour regulations and tasks definition reduce the productivity level of railway workers.

Too often it happens that the industrial counterpart is seen by railway operator not as a customer to satisfy, but as a source of random interference.

A big obstacle is also railway transport cost: on the average it costs between 40% and 80% more, compared to road transport cost.

Trenitalia tracking and tracing system is not reliable enough.



# EXTERNAL THREATS

## TRANSPORT INFRASTRUCTURE

### WATERWAYS

There are no inland waterways in Piedmont.

### ROADS

Extrurban roads need interventions in order to enhance safety and discourage town crossing: there is a painful deficit in the availability of modern effective suburban road rings.

Queues and congestion characterize motorway toll exits; solutions for the problem are already known , tested and implemented abroad.

Sometimes, investments for road improvements to make the traffic smoother are blocked by municipal rivalries or by misdirected opposition of so called "greens".

# EXTERNAL THREATS

## TRANSPORT INFRASTRUCTURE

### INTERMODAL

There is a lack of coordination and control by Authorities/Institutions, when new distribution centers are built: the inspiring strategy should be H & S ( Hub & Spike ), with a hierarchy of structures: big hubs, far from urban centers, where chemical products, especially the dangerous goods, can be safely stocked and managed; intermediate ones, smaller but closer to human settlements; finally, distribution facilities supplying the consumer directly. Instead, today many distribution hubs are located without taking into consideration how close they are to urban centers.

Sometimes big hubs, otherwise efficient, lack adequate storage and handling capacity, especially for dangerous goods.

In some harbours, rail tracks do not reach the docks, making intermodality difficult



## Piedmont Region Law

**Piedmont Region, with the Regional law issued on February,27, 2008, has recognized strategic value of, and assigned priority status to logistic infrastructures/platforms and activities linked to logistic services, and has understood the possibilities of economical development coming from the local presence of European communication and transport network.**

## Piedmont Region Law

**General criteria for logistic development are:**

- 1. Enhance railway transport, with 3 main objectives:**
  - reduce road traffic congestion**
  - reduce environmental pollution**
  - reduce number of road accidents**
- 2. Promote an eco-sustainable transport of goods**
- 3. Improve the interchange facilities among different transport modalities, with better use of regional intermodal structures**

## NEEDS FOR FUTURE ACTIONS & IMPROVEMENTS

### 1. REQUESTS TO POLITICAL/INSTITUTIONAL BODIES

***Political acceptance of and priority assignment to the investments required for transport infrastructure***

***Speed-up planning/implementation of cross-border traffic projects, especially for the European corridors***

***Define at a national/regional level a master plan related to the territorial use for logistic purposes, privileging the H & S strategy***

***Promote an international harmonization of the traffic governing rules, using ChemLog project as resonance box***

***Oblige new distribution hubs to be connected to the rail network through adequate sidetracks***



## NEEDS FOR FUTURE ACTIONS & IMPROVEMENTS

### 2. REQUESTS TO PRIVATE LOGISTIC OPERATORS

***Suggest development priorities in the transport and distribution field to political/institutional bodies***

***Provide all intermodal centers with the necessary infrastructures to promote and sustain intermodality***

***Implement the H & S strategy when building new distribution centers, preventing dangerous goods from being too close to human concentrations***

***Actively support harbor interconnection with hinterland logistic infrastructures***

## NEEDS FOR FUTURE ACTIONS & IMPROVEMENTS

### 3. REQUESTS TO PUBLIC LOGISTIC OPERATORS (RAILWAYS)

***Speed-up the transition from bureaucratic/monopolistic culture and mentality to a market driven habit ( customer satisfaction is the real objective )***

***Attention and investments must not only be dedicated to passenger traffic, but also to cargo transport***

***Consider the big transalpine projects as a unique opportunity to encourage transition from road to rail***

***Reverse the current trend of eliminating secondary rail trunks and side tracks connections, using them, instead, to increase rail flexibility and capillarity, and consequently rail use***

***Promote, at right audience levels, the message that rail is much safer and more environmentally friendly than road***

## NEEDS FOR FUTURE ACTIONS & IMPROVEMENTS

### 4. REQUESTS TO CHEMICAL COMPANIES 1/2

***Initiate and strengthen all cooperation/synergy forms with different partners ( suppliers, customers,.. ), to reach a win-win relationship***

***Promote the creation of chemical clusters, in order to exchange know-how and best practices, and, therefore, to match market demands better***

***Push for a “ meeting table “, where industries, logistic operators and institutions can directly talk to each other and agree upon investment priorities, development plans, territorial strategies***





## NEEDS FOR FUTURE ACTIONS & IMPROVEMENTS

### 5. REQUESTS TO CHEMICAL COMPANIES 2/2

***Promote alliances/cooperation/synergy among medium/small size industries, in order to increase international market access/penetration and to facilitate scale economy***

***Take advantage of the innovative landscape offered in Piedmont and, particularly, in Novara province, by many research centers and small companies dedicated to R & D activity***

***Support the growth of a sustainable chemical industry, actively participating to Responsible Care programs and sharing its philosophy***



## LO-SA-MED-CHEM PROJECT

- The C24 European Corridor and the Alptransit Project are both supporting the objective of creating a direct trade channel between Continental Europe and the Mediterranean area, characterized by an always growing commercial importance.
- Just taking into account this evolution, Novara Province has submitted to the European Commission the “ LO-SA-MED-CHEM “ project, inspired by CHEMLOG, which is aimed at promoting the development and cooperation of chemical industries and chemical logistic operators among the Mediterranean countries

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**THANK YOU FOR YOUR ATTENTION!**



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