



Fiera di Padova 27 - 29 novembre 2008 / Padova Exhibition Centre 27-29 November 2008

## **Final Press Release**

### **CITY LOGISTICS EXPO – The Urban Logistics Situation in Italy and Abroad**

### **INTERMODALITY – In-depth Examination of Collaboration between Italian Ports and Intermodal Freight Villages *Padua Exhibition Centre 27 – 29 November 2008***

On 29<sup>th</sup> November FITA CNA carriers concluded the second edition of the Salon that relates efficiency and the environment, the **City Logistics – Intermodality Expo**, with a lively meeting on professional themes. The Salon brought the Italian world of logistics to the Padua Exhibition Centre, offering businessmen three days of shows, debates and meetings.

The 169 direct and indirect exhibitors, in fact, represented every segment of Italian logistics, giving life to a transversal salon where electronics companies, infrastructure construction companies, builders of telematic networks, real estate companies, couriers, carriers, maritime companies, freight village operators, producers of equipment with a low environmental impact, warehouse operators and the majority of the Italian port and Intermodal freight village system met and presented their products, services and plans for development and reorganisation. The difficulties of the moment were continually born in mind during the event, but so was the title of Carlo Bologna's Report to the UIR Port Association Convention of "taking advantage of the opportunities offered by the crisis", instead of allowing the sector to come to a deadlock.

The guiding wire of efficiency and environmental sustainability ran through all of the appointments and meetings that took place during the three days, which reflected the various exhibition segments. Urban logistics were discussed, as well as collaboration between ports and Intermodal freight villages and the new opportunities for development that efficient logistics can offer, especially in relation to new markets, from India to Brazil and Eastern Europe.

The inaugural day placed the theme of the last mile in the forefront, namely the theme of City Logistics. This remains an extremely current theme; nevertheless, it was concurred that between studies and experimentation, it has still not had the phase of capillary dissemination one might expect. The opening convention, organised by **City Logistics Expo** in collaboration with the **Emilia-Romagna Region**, entitled "**Urban Logistics: from the Theoretical Aspects to Practical Applications – A Comparison of Italian and Foreign Experiences**", at which managers from the Ministry of Transportation and the Environment and local administrators, technicians and businessmen participated, drew a benchmark picture of the situation on the state of the art and prospects for new developments.



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A book with the same title as the convention, by Marco Spinedi, with contributions from Giorgio Ambrosino, Paolo Pandolfo and Carlo Vaghi, published by the Emilia-Romagna Region and City Logistics Expo, was presented on this occasion.

In addition to providing a panorama of successes and failures in the field, devoid of any rhetoric, the convention had the merit of involving several large cities on this theme for the first time. Such is the case of **Turin**, with a project partially tested by the experience of the Padua Cityport, and **Milan**, with a “test” platform for the city’s central station.

Other cities, such as Verona and Venice, can boast of projects that are now in the executive phase. It was not a very “celebrative” convention, but was quite concrete, which to a certain extent establishes a line of demarcation between rhetorical declamation and more concrete realisations.

The theme of urban logistics was also dealt with during other appointments, including an international meeting organised by **Uniontrasporti**, which delved into a special aspect of urban logistics – the spin-off for business in historical centres and the presentation of the experience of City Logistics in the City of Lucca.

Again on the theme of redesigning transportation and mobility in the urban context, the meeting at which representatives of the Milanese Metropolitan Transportation System and the foremost Italian companies in the sector were protagonists, was equally concrete. Albeit urban logistics and mobility are two different concepts, they often move along the same road with complementary instruments.

Although the urban aspects played a central role during the first day of the City Logistics Expo, the role of **Ports** and **Intermodal Freight Villages** and the potential offered by logistics for the development of commerce with new emerging markets were central to the meetings held on the second day.

The convention organised during the morning of Friday, 28<sup>th</sup> November by **Assoporti** and the **UIR**, entitled “**Ports and Intermodal Freight Villages – Experiences of Collaboration**”, brought representatives of the two great logistical systems of the country, Ports and Intermodal Freight Villages, to Padua – who were also present with their respective exhibit areas – and bore enormous “political” significance and important contents.

In fact the salon included the stands of the majority of Italian Intermodal Freight Villages, from the Intermodal Freight Villages of Padua, Venice and Verona for the Veneto to the Intermodal Freight Villages of Turin and Rivalta Scrivia for Piedmont, from the “Interbrennero” for the Trentino region and the Tuscan, Lazio, Campania, Friulian and Apulian Intermodal Freight Villages.

Venetian, Ligurian, Naples, Bari, Taranto and Brindisi Port Authorities were present at the Expo, along with the most important maritime operators, and many other cities had delegations visiting the Salon.

During the convention held on the 28<sup>th</sup> of November, Ports and Intermodal Freight Villages were assisted in their dialogue by **Carlo Bologna’s** highly appreciated introductory report. “Systematic collaboration between Ports and Intermodal Freight Villages – he stated – seems to be indispensable in



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any case, from the standpoint of research for new railway products and from the standpoints of implementing information technology systems and improvement of quality and safety.” Additionally, according to Bologna, “Intermodal Freight Villages are a resource for the country, which have been models for Europe as a whole.” This concept was reiterated by the President of Assoporti **Francesco Nerli**, who considers “the logistical future of the Country to be largely dependent upon the ability of ports and Intermodal freight villages to participate in a dialogue” and by UIR President **Alessandro Ricci**, who stated that this collaboration “is an essential condition to support all of the discussion to date on Italy as the logistical platform of the Mediterranean”.

Exchange with new markets, especially India, Brazil, Russia, Hungary and the Eastern European countries, were the central theme of the meeting held on the afternoon of the 28<sup>th</sup>, organised by **PadovaPromex** – the Special Agency of the Padua Chamber of Commerce, together with the Padua Intermodal Freight Village, which wound up with the signature of a memorandum of understanding between the Padua Intermodal Freight Village and operators in Brazil, Russia and Hungary.

Many other events took place during the Salon, including the presentation of the projects of the Veneto Region for exchange with China and the infrastructure projects, some of which have already been started, for the central Veneto area and themes related to the profession of transportation carrier.

The Salon wound up with considerable satisfaction on the part of businesses and with an open question: Italian logistics need to grow mostly in terms of organisation. Can meeting in an expo centre salon facilitate companies in improving their offer?

**PS.**

- **The reports** given at the conventions, if available, may be downloaded from the website.
- A copy of the book “**Urban Logistics: from the Theoretical Aspects to Practical Applications**” may be ordered from the organisation office and will be sent with postal expenses charged to the recipient.

**For information**

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