

Dear all,

FERRMED is a non-profit multisectoral association that was founded through the private sector in Brussels on the 5th of August 2004 to improve the combined land freight transport and industrial competitiveness in Europe and neighbouring countries.

Another key objective of FERRMED include the optimization of the full logistics chain, considering appropriate intermodality, reducing costs, increasing quality, assuring environmental friendliness, adequate transit times and improving management procedures in the transportation system, in the framework of 5G and Circular Economy.

FERRMED has more than 130 members all over Europe.

Currently, we are developing the “FERRMED Study of Traffic and Modal Shift Optimisation in the EU”. Never has such a detailed Study of EU land freight transport enhancements been carried out. The key objectives of the Study are:

- To identify freight traffic in total and by mode of transport in the main corridors of the EU Core Network (EU Backbone Network).
- To propose an Action Plan to achieve the EU “White Paper on transport” targets by 2030 (30% of freight land transportation over 300 km carried by rail or barge) in the most crowded sections of the corridors, covering 65% of the traffic related to the EU Core Network.
- The definition and the implementation of the “FERRMED Fast, Flexible, Integrated Rail-Road System of Transport (+FIRRST)”

The +FIRRST system is a new way of organising multimodal road-rail transport in the form of “Mobility as a Service (MaaS)” and the only effective way of achieving a modal shift from road to rail on the Green Deal framework.

The basic requirements of the +FIRRST system are:

- A set of intelligent trains with wagons that can carry truck trailers, containers, and swap bodies in two possible alternatives: Point to Point (PtP), for huge volumes and on demand/stop at request (SaR) for moderate/small volumes.
- A set of hybrid/dual locomotives able to carry freight trains of 2,000 t gross weight.
- A set of “pass-through” flexible intermodal terminals suitable for fast load/unload truck trailers, containers and swapbodies.
- An integrated rail-road freight flow control system in the ERTMS framework and P-400 loading gauge.

We would like to present to you the basic content of the Study, the key early conclusions and the positive impact on Lombardy, in one session that will be held in Assolombarda, Sala Falck, Via Chiaravalle 8, Milan, on the 18<sup>th</sup> of October (11.00-13.00)

The basic idea is to make an explanatory presentation of 45 minutes approximately, followed by an additional 45 minutes for discussion (or more at your convenience).

Please confirm your participation to [Lanfranco.senn@unibocconi.it](mailto:Lanfranco.senn@unibocconi.it)  
Looking forward to meeting you, we remain at your full disposal for any kind of comment or additional information you may require.

Please do not hesitate to contact us in case any more information is needed.

Thank you

Yours sincerely,

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