



Urban and Transport Nodes

Advisory services

CAPABILITY STATEMENT

2022

1 Sector challenges

In globalising economies freight transport and logistics are gradually becoming an integral part of a single process from production to consumption, encompassing all economic sectors from extraction and preparation of primary materials to development and construction of products and commercialization of goods. Two more end segments shall be added to this basic industrial chain thanks to the Internet of things and mobile technologies, nature resources & climate change and consumers. The benefits to society and impacts on earth of this highly intertwined system depend on the grade of involvement and integration of all the elements of the loop.

The integration of nature and economy and of industry and society are transforming freight transport and logistics into multimodal systems. Rail, Road, Aviation, Maritime & Inland Waterways links and legs of the transport infrastructure and services meet at terminals and logistics nodes in a way that single mode solutions are nowadays almost impossible. Furthermore, GPS and the Internet of things, mobile communications and vehicle innovation technologies are empowering the capacity and benefits of multimodality; real time information systems allow for more flexible adjustments and reconfiguration of trips by shippers; new containers and railcars as well as facilities at logistics platforms allow form more combined transport solutions which extend the borders of multimodality from terminal operations to the travel segment of transportation.

Need for standardization of technology, administrative processes and procedures of shipping and forwarding, demand for more flexible transport solutions and reduction of costs associated to transit times and storage of goods are some of the relevant challenges the freight transport and logistics industry have to solve to increase their operating margins and offer effective solutions to their customers and society. The increasing size of productive chains and companies and restricted availability and conditions of financial resources obstacles the efforts in market liberalisation and start-up of innovative services.

Tplan experts have supported EU institutions and Managers of the European TEN-T nodes in assessing and develop investments for the development of a multimodal logistic infrastructure and improve its performance.

2 Tplan services

Tplan is a transport consultancy dedicated to providing independent advice about transport planning, policy and infrastructures in the PPP sector.

Tplan has a global market experience and insight across road, rail, and surface transport for both private and public clients with a proven approach and highly successful track record. Tplan delivered transport consultancy services in 4 continents – Europe, Asia, Africa and the Americas, across over 40 countries worldwide.

Tplan experts have extensive experience in multimodal infrastructure policy and planning. We have managed projects for the development of multimodal transport systems at the international, national and urban transport territorial scales.

We have assessed the technical and economic feasibility of multimodal infrastructure projects overall Europe and developed multimodal transport models to understand and simulate travel behaviour to assess the financial viability and economic benefits of transport infrastructure projects and plans and prioritise transport investments and solutions.

Multilateral Government Institution and Public Authorities

- Assessment of transport policies and funding programmes
- Corridor analysis of passengers and freight demand
- Strategies and action plans for integrated and interoperable mobility
- Feasibility studies and Transport plans at urban/regional scale
- Evaluation of applications for funding under the scope of International Funding Institutions
- Ex-ante and ex-post socio-economic appraisal, including theory of change, demand modelling and Cost-Benefit Analysis

Lenders and Investors

- Commercial and Traffic Due Diligence
- Traffic demand and Revenue forecast
- Toll price studies and Benchmarking
- Independent reviews, audit and second opinions
- Buy-side and Vendor-side transaction advisory
- Risk assessment with qualitative and stochastic approaches

Infrastructure Managers and Transport Operators

- Operations efficiency analysis
- Toll strategies
- Networks and services design, restructuring and accessibility studies
- Demand and revenue forecast
- Stated Preference, RP surveys and big data analysis
- Support during Concession bids

3 Project experience

The following sections summarise our Advisory Team experience in the field of urban and transport nodes since 2008.

3.1 Transport nodes

- Studies concerning the functionality, accessibility and economic feasibility of investments:
 - Italy: Port of Ravenna, Port of Venezia, Port of Trieste
 - Poland: Port of Gdańsk
- Ex-ante and ex-post transport-economic evaluations of investments and operational programs for the European Commission, DG REGIO
 - Greece: Chania Airport, Athens Airport, Port of Igumenitsa, Port of Patras, Interport Thriasio Pedio
 - Italy: Port of Augusta, Bari Airport, Interport Bari, Lamezia Terme Airport, Port of Naples, Port of Salerno, Interport Termini Imerese
 - Portugal: Port of Aveiro, Port of Douro and Leixões
 - Poland: Gdańsk Airport
 - Spain: Port of Coruña, Port of Cadiz, Port of Granadilla, Port of Las Palma, Port of Tazacorte
 - Turkey: Port of Filyos

3.2 Urban / metropolitan road and motorway bypasses

- Studies concerning the transport and economic feasibility of PPP
 - Italy: Bypass of Bologna, Bypass of Genova, Bypass of Mestre, Bypass of Modena, Bypass of Turin
- Ex-ante and ex-post transport-economic evaluations of investments and operational programs for the European Commission, DG REGIO
 - Bulgaria: Sofia Ring Road
 - Germany: Schwering Bypass
 - Greece: Athens, Katerini and Thessalonica Ring Roads
 - Italy: Napoli Bypass
 - Latvia: Saulkrasti Bypass
 - Lithuania: Vilnius Bypass
 - Poland: Augustów, Bargłów Kościelny, Gdańsk, Łódź, Lublin, Jarosław, Mińsk Mazowiecki, Poznań, Radom, Skarżysko Kamienna, Stargard Szczeciński, Warsaw, Wrocław, Zambrów, Żyrardów
 - Romania: Costanta Bypass
 - Spain: Malaga Bypass
 - Hungary: Debrecen, Hódmezővásárhely, Székesfehérvár-Feketehegy, Várpalota, Eger, Somogyaszaló, Mernye, Mernyeszentmiklós, and Vadépuszta

3.3 Metro systems, subways, urban and suburban railway lines

- Ex-post transport-economic evaluations for the European Investment Bank (urban transport)
 - Bulgaria: Sofia
 - Czech Republic: Prague
 - Germany: Berlin
 - Greece: Athens
 - Poland: Warsaw
 - Spain: Barcelona, Bilbao, Madrid, Valencia
- Ex-ante and ex-post transport-economic evaluations of investments for the European Commission, DG REGIO (urban transport)
 - Greece: Attica
 - Italy: Naples, Bari
 - Poland: Warsaw
 - Portugal: Lisbon
 - Hungary: Budapest
- Ex-ante and ex-post transport-economic evaluations of investments for the European Commission, DG REGIO (urban and suburban railway lines)
 - Greece: Athens, Thessalonica
 - Italy: Bari, Naples, Palermo
 - Poland: Warsaw, Wrocław
 - Portugal: Lisbon
 - Hungary: Budapest

3.4 Bus Rapid Transit, light rail lines and tramway lines

- Studies concerning the transport and economic feasibility of investments
 - Italy: People Mover in Bologna, People Mover in Pisa, Latina Tramway, Turin Metro Lines 1 and 2, Turin Tramway - Line 4
 - Rwanda: Feasibility study of the Kigali Bus Rapid Transit system
- Ex-post transport-economic evaluations for the European Investment Bank
 - Belgium: Charleroi
 - France: Besançon, Bordeaux, Dijon, Grenoble, Le Havre, Le Mans, Lyon, Marseille, Metz, Montpellier, Orleans, Paris, Reims, Rouen, Tours
 - Poland: Brześć, Kraków, Poznań, Poznań Franowo, Silesia, Warsaw
 - United Kingdom: Manchester, Nottingham
 - Spain: Alicante, Zaragoza
 - Sweden: Stockholm
- Ex-ante and ex-post transport-economic evaluations of investments and operational programs for the European Commission, DG REGIO
 - France: Martinique
 - Greece: Piraeus
 - Italy: Catanzaro, Cosenza, Naples-Aversa, Sassari
 - Poland: Kraków, Gdańsk, Szczecin, Warsaw
 - Portugal: Porto

- United Kingdom: South Yorkshire
- Spain: Cadiz, Granada
- Hungary: Budapest, Hódmezővásárhely

3.5 Public transport planning and policy studies

- Parma Low Emission Zone (Area Verde) (Italy)
- Public transport plan to support the PSO tender procedure of the urban and district area of Ferrara
- Carpi Local Traffic Plan (Italy)
- Latina Sustainable Urban Mobility Plan (Italy)
- Forlì Sustainable Urban Mobility Plan (Italy)
- Verona Local Traffic Plan (Italy)
- Ragusa Sustainable Urban Mobility Plan (Italy)
- Study on Cycling Promotion Policies (The Netherlands, UK)
- Study on the Low Carbon Emission and Urban Integrated Transport Policies (Germany, Italy)
- Study on Transport Demand Management Policies and Implementation of Soft Measures in London (UK)
- Assistance in preparing tender documentation for the award of connection services between the airport and the city of Venice (Italy)
- Feasibility study for low demand transport services in the Metropolitan city of Florence (Italy)
- Traffic study to support the preparation of tender documentation for the PSO services in Padua (Italy)
- Safety policies and regulations in surface rail and metro systems (Portugal / Spain)
- Benchmarking on urbanisation projects and urban public transport (Spain / Italy)
- Public Planning and Policy Studies: Study on the financing of Local Public Transport (Italy / Spain)
- Torinese Trasporti Group: Review of the LPT network of the Municipality of Turin (Italy)

3.6 Technical assistance projects for the development of transport studies, market analyses and Cost-Benefit Analyses of urban and transport nodes

- Delivery of the training courses at the CSIL Summer School about the application of Cost Benefit Analysis to transport investments in the field of urban and public transport
- COMCEC – Study on the Risk Management of Public-Private Partnerships (PPPs) in the Transport Sector in OIC member countries
- TRIBUTE Interreg Project: Transnational strategy for the development of innovative and sustainable mobility in cities located in the Adriatic-Ionian region
- Study on the new urban mobility initiative for the Council of Regions
- INTER-CONNECT PLUS Interreg study for the updating of policy recommendations to enhance passenger connections between TEN-T core transport and urban nodes
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- ISTEN Interreg study identifying the main infrastructural, operational and administrative bottlenecks towards to improve the performance of the logistics chain and the integration of the logistics industry in the core transport network
- ADRIPASS Interreg study analysing ICT solutions implemented in the core nodes and identifying best practice solutions to improve transport digitalisation



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