



Transfer Conference & REIF Shift to Regional Rail Award

North Adriatic Sea Port Authority

- Ports of Venice and Chioggia -

VENICE, 9 MARCH 2022

PORT OF VENICE LOCALISATION





VENICE PORT RAILWAY NETWORK

The rail infrastructure of the Marghera port area is about **65km**, consisting essentially of:

- freight station of Marghera scalo with <u>12 tracks</u> for the arrival and departure from/to main network and sidings from/to commercial area (<u>17 tracks</u>);

- fan of sidings of Parco Breda;
- fan of sidings of Parco Nuovo;
- Raccordo Base, branching from the station of Venezia-Mestre;
- **railway sidings**, with tracks and sidings, within each area of the port.

PORT OF VENICE RAILWAY TRAFFIC 2015 – 2021





Railway port traffic is constantly increased from 2015 up to 2020 despite the Covid-19 impact.

In 2020 the railway traffic generated by the port of Venice was about **4.800 trains equal to 2.4 million tons** of freight moved (94.000 wagons).

New terminal are starting operation so additional increase is expected in the next years (about 3.5 million tons and 10.000 trains/year)

Most part of railway traffic is related to **bulk products**

- Steel products (57%)
- Energy products (19%, crude oil)
- agribulk (14%)
- Chemical prosuducts (7%)



RAILWAY O/D PORT OF VENICE



1-Infrastructural implementation:

- Implementation of railway district in agreement with RFI (5 tracks of 750m Marghera Scalo, more 4 arrival/departure tracks)
- Upgrading railway line in order to support growth in traffic flows (doubling track);
- Eliminate interference with road system;
- Realization of a new intermodal platform
- New rolling stock vehicle maintenance and repair depot for locomotive and wagons
- New station and direct railway link between the port railway network and main railway line.
- 2- Managing shunting company in order to maintain competitive rates

3 - Collaborative approach: in December 2018, NASPA, RFI Spa (RFI) and the Veneto Region, signed an agreement (**50 million €** of total value), which encompasses numerous interventions, in the short and medium term, aimed at overcoming the last-mile limitations and strengthening the freight railway port system.

4 - Railway telematics systems for shunting operations (SIMA) and its integration with PCS, TIS and information systems of other subject involved in developing rail services

2- HOW TO IMPROVE MULTIMODAL TRANSPORT

A new last mile port infrastructure - Railway bridge:

- To improve both capacity and safety of port's railway system
- To reduce interferences between road and rail network and rail shunting time in the port area.
 Design phase co-financed by CEF Programme (VENETO INTERMODAL project)
 Construction phase co-financed by Italian Recovery & Resilience Facility Plan







New station and direct railway link between the port railway network and main railway line (to the MED and BAC CNC Corridors) serving the new Container Terminal.

Agreement signed in 2021 by Veneto Region, RFI, NASPA, CAV and City of Venice for the development of the new multimodal corridor.



SIMA: INTEGRATED RAILWAY SHUNTING SYSTEM

