

STRATEGIC INTERCHANGE
BETWEEN SEA AND RAIL FREIGHT:
WHAT'S NEW?

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Rail freight transport for the relaunch of the italian ports and logistics

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Relaunching Italy as a country

- Relaunching ports and logistics in Italy is a strategic leverage for growth and competitiveness
- The study commissioned by **The European House – Ambrosetti** underlined as well the strategic value of ports and logistics, which represent about 2,6% of Italian GDP, with a turnover of 40 Billions €
- In the last few years, where internal consumptions are largely decreased, only export registered very positive trends. Therefore ports are “growth boosters”



All these issues cannot exclude **Rail Transport**, which ensures the movement of high volumes of freight, being the ideal mode of transport covering long distances and through the Alps

Rebalancing the transport system

In Italy it is necessary to promote and consolidate a proper transport policy aimed at supporting the sustainable modes of transport



Integration with European system and interoperability

- ❑ In the logistic chain, the role played by maritime transport is predominant (as effect of globalisation)
- ❑ The Italian ports system shall overcome its national nature and background, in order to speed up the process of integration within Europe and with the rest of worldwide network of ports



This can happen through the optimisation of intermodal rail transport, which is the only mode able to provide effective solutions for the movement of high volumes of freight from the Mediterranean Sea to the heart of Europe

Development of ports and inland terminals

Trenitalia Cargo and the subsidiaries of FSI Group are leaders for the rail connections from/to the main ports and inland terminals.

If the objective of shifting 30% of freight transport over 300 Km towards rail and sea must be achieved, it is necessary to invest on ports/inland terminals and their systems efficiency, in a scenario characterised by a selected rationalisation/consolidation of facilities in order to reach proper volumes of freight compatible with rail mode

INTERPORTI

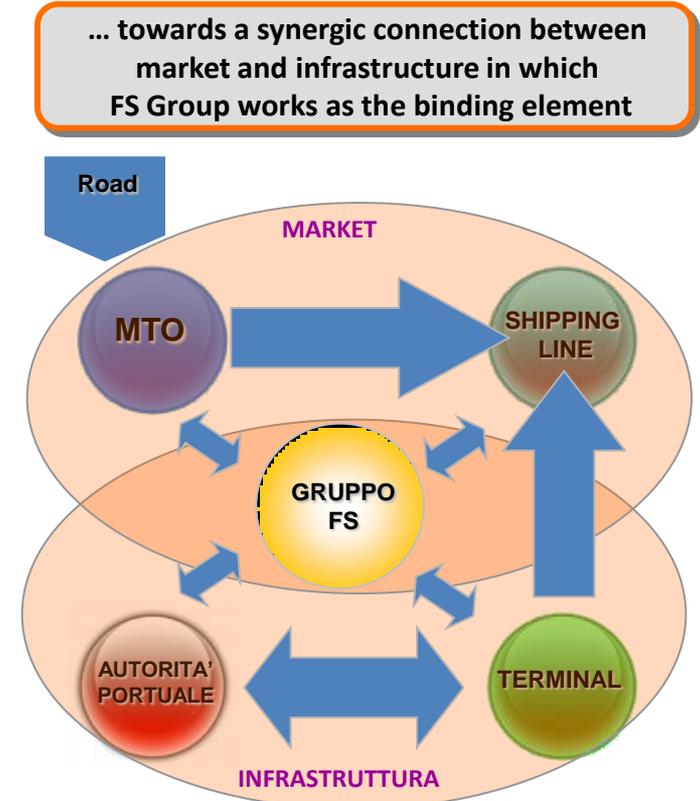
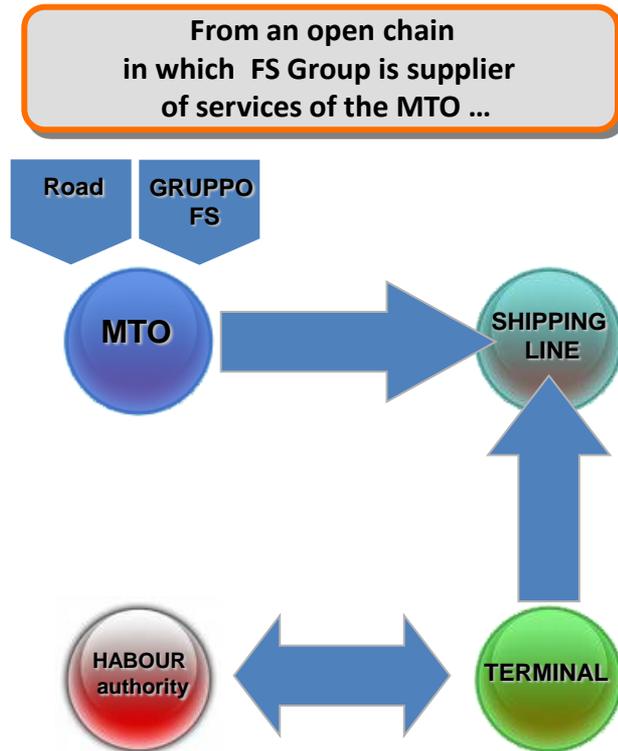


PORTI e RETROPORTI



The strategy of FS Group in the main ports

Ferrovie dello Stato Group intends to become active in various selected ports by integrating the roles of the main players of combined maritime Transport (MTO, shipping line, harbour terminal and harbour authorities)



PIL project (Integrated Logistic Platform) FSI Group

PIL system represents the “electronic link” between the different elements of the logistic chain and provides a large offer of “end to end” services for the combined transport

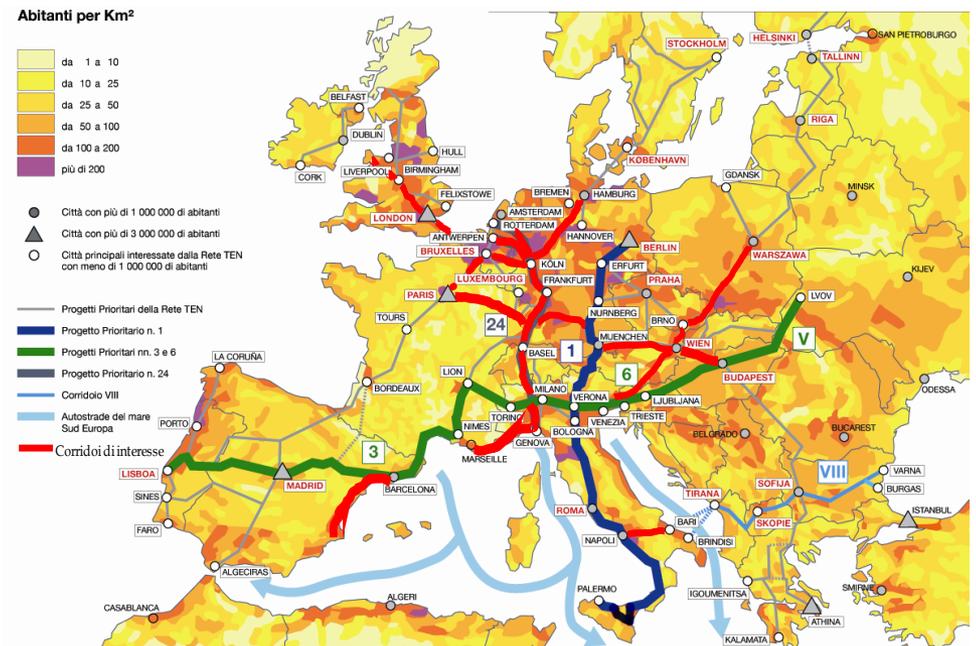
PIL provides the connection and the streamline of information exchanges within and out FSI Group, for all those actors involved in the logistic chain (MTO, ports, shippers, customers, maritime operators, haulers) with the aim of:

- **Decreasing time** for entering/exit from terminals
- **Optimisation** for takeover and delivery between trucks and rail
- **Reducing containers stop over** in shunting areas within terminals
- **Improving time to market, quality and quantity** of informations delivered to the clients

Actions for increasing “rail-sea” traffic

In order to better exploit the position and features of Italy, which is a natural platform in the middle of the Mediterranean Sea, it is necessary:

1. Improving rail infrastructure access within ports
2. Market opening/liberalisation of shunting services within ports in order to make them more efficient and profitable
3. Decreasing all costs related to the towing operations executed within ports
4. Converting Port Authorities in a different status, i.e. companies



Trenitalia Cargo main intermodal traffic from the ports of Northern Italy

Genova

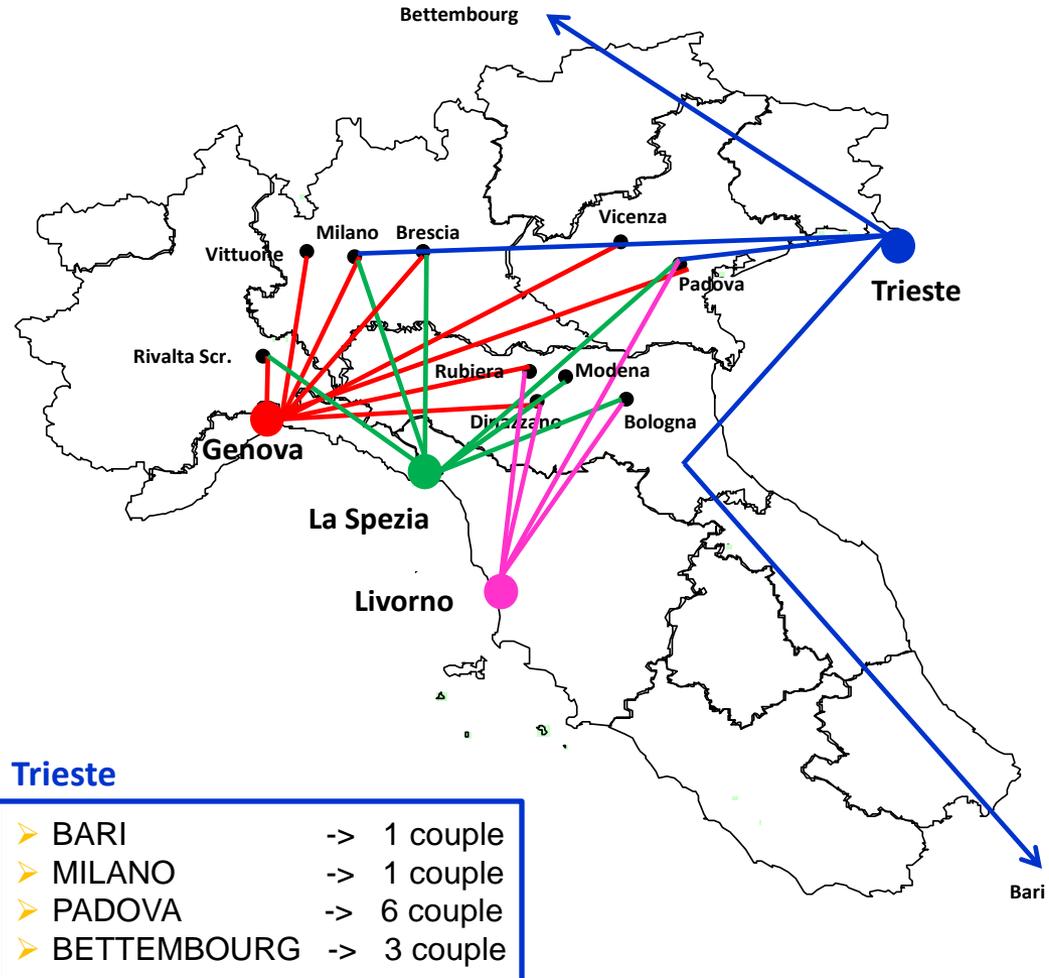
- BRESCIA -> 3 couple
- MILANO -> 17 couple
- PADOVA -> 14 couple
- DINAZZANO -> 10 couple
- RIVALTA SCR. -> 12 couple
- RUBIERA -> 10 couple
- VICENZA -> 4 couple
- VITTUONE -> 3 couple

La Spezia

- BOLOGNA -> 9 couple
- BRESCIA -> 3 couple
- MILANO -> 8 couple
- PADOVA -> 5 couple
- MODENA -> 3 couple
- DINAZZANO -> 4 couple
- RIVALTA SCR. -> 3 couple

Livorno

- BOLOGNA -> 2 couple
- PADOVA -> 5 couple
- DINAZZANO -> 3 couple
- RUBIERA -> 9 couple



Trieste

- BARI -> 1 couple
- MILANO -> 1 couple
- PADOVA -> 6 couple
- BETTEMBOURG -> 3 couple