



Autorità di Sistema Portuale
del Mar Ligure Orientale
Porti di La Spezia e
Marina di Carrara

Special projects, e-governments, external relations

LA SPEZIA: THE (REAL) RAIL PORT



**UPGRADING OF RAIL TRACKS IN THE PORT OF LA SPEZIA
IN CONNECTION WITH THE NATIONAL NETWORK**

**THE STATE OF THE ART IN RAIL TRANSPORTATION
CARRIED OUT BY THE PORT OF LA SPEZIA**

LA SPEZIA: THE (REAL) RAIL PORT

THE STATE OF THE ART IN INTERMODALITY

The port of **La Spezia** is well known not only as one of the most important, reliable and competitive container port in the **Med** but also as the Italian port with the highest utilisation of intermodal transport till the nineties

This **state of the art in intermodalism** has been always an excellent point of strength for a port able to serve directly and in the better way the main north Italian markets that nowadays are representing over 45% of Italian GDP.

Up to **200 weekly trains**, **128,853 waggons** and **354,000 container TEU** transported via rail in 2018, show that La Spezia port authority has developed a very special feelings with this issues, believing even more that a right integration between road and rail transportation can improve a sustainable approach for economic and environmental needs of our port community and country.





LA SPEZIA: THE (REAL) RAIL PORT

THE STATE OF THE ART IN INTERMODALITY



The PORT OF LA SPEZIA is able to distribute rail traffic towards the principal inland markets passing through three main intermodal UE corridors:

- 1) La Spezia/Genoa/Milan linking the Rhine/Alpin corridor
- 2) La Spezia/Parma vs. Brennero
- 3) La Spezia/Pisa/Florence/Bologna (ScanMED corridor)

LA SPEZIA: THE (REAL) RAIL PORT

OUR VISION

The **Port Authority's strategic development** plans will be completed in the coming years. The completion of the 3rd port basin and the other infrastructures also foreseen for the cruise traffic show what will be the face of the port in the coming decades.

In particular, in addition to new docks and operational areas, the port is paying a lot of attention to strengthening and consolidating its **railway structures**, well aware that the future development of traffic will not be without a further strengthened railway asset.

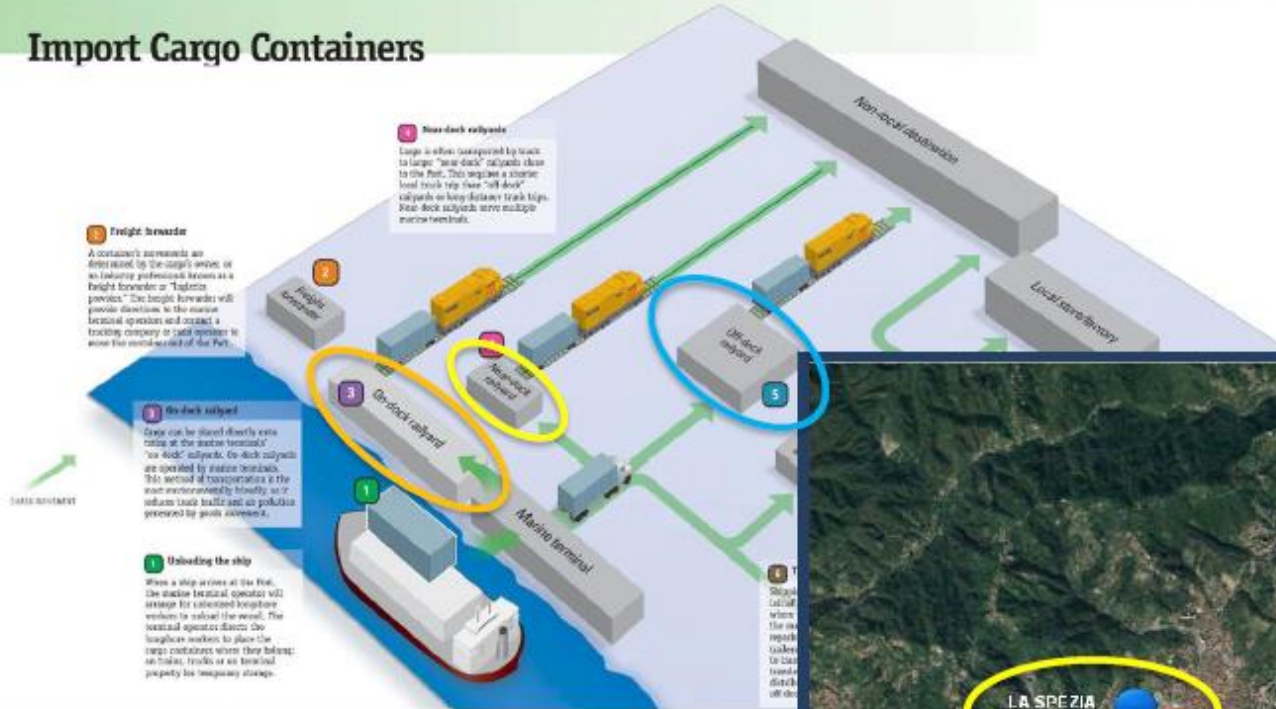
The complete implementation of the port master plan will allow the handling of up to **2-2.5 million containers**, of which **50% is expected to be handled by rail**. To do this, the port authority is also committed to the implementation of railway infrastructures both inside and outside the port areas.



LA SPEZIA: THE (REAL) RAIL PORT

HOW WE WORK

Import Cargo Containers



The ideal scheme applied to our network

- On dock railyard:
La Spezia Marittima Station
- Near dock railyard:
La Spezia Migliarina Station
- Off dock railyard:
Santo Stefano di Magra Dry Port





LA SPEZIA: THE (REAL) RAIL PORT

OUR RAIL PORT SERVICES

DOMESTIC RAIL LINKS

		Trains/week
LA SPEZIA	MELZO (Milan)	42
LA SPEZIA	RUBIERA (Modena)	34
LA SPEZIA	PADUA	28
LA SPEZIA	DINAZZANO (Reggio Emilia)	27
LA SPEZIA	BOLOGNA	16
LA SPEZIA	SEGRATE (Milan)	10
LA SPEZIA	RIVALTA (Alessandria)	10
LA SPEZIA	VERONA	10
LA SPEZIA	VITTUONE (Milan)	6

160+ TRAINS/WEEK

INTERNATIONAL RAIL LINKS

		Trains/week
MELZO	ROTTERDAM	26
MELZO	VENLO	10
MELZO	FRENKENDORF (Basel)	10
MELZO	DUISBURG	6

50+ TRAINS/WEEK

LA SPEZIA: THE (REAL) RAIL PORT

THE PORT MASTERPLAN & THE MAIN PLANNED WORKS

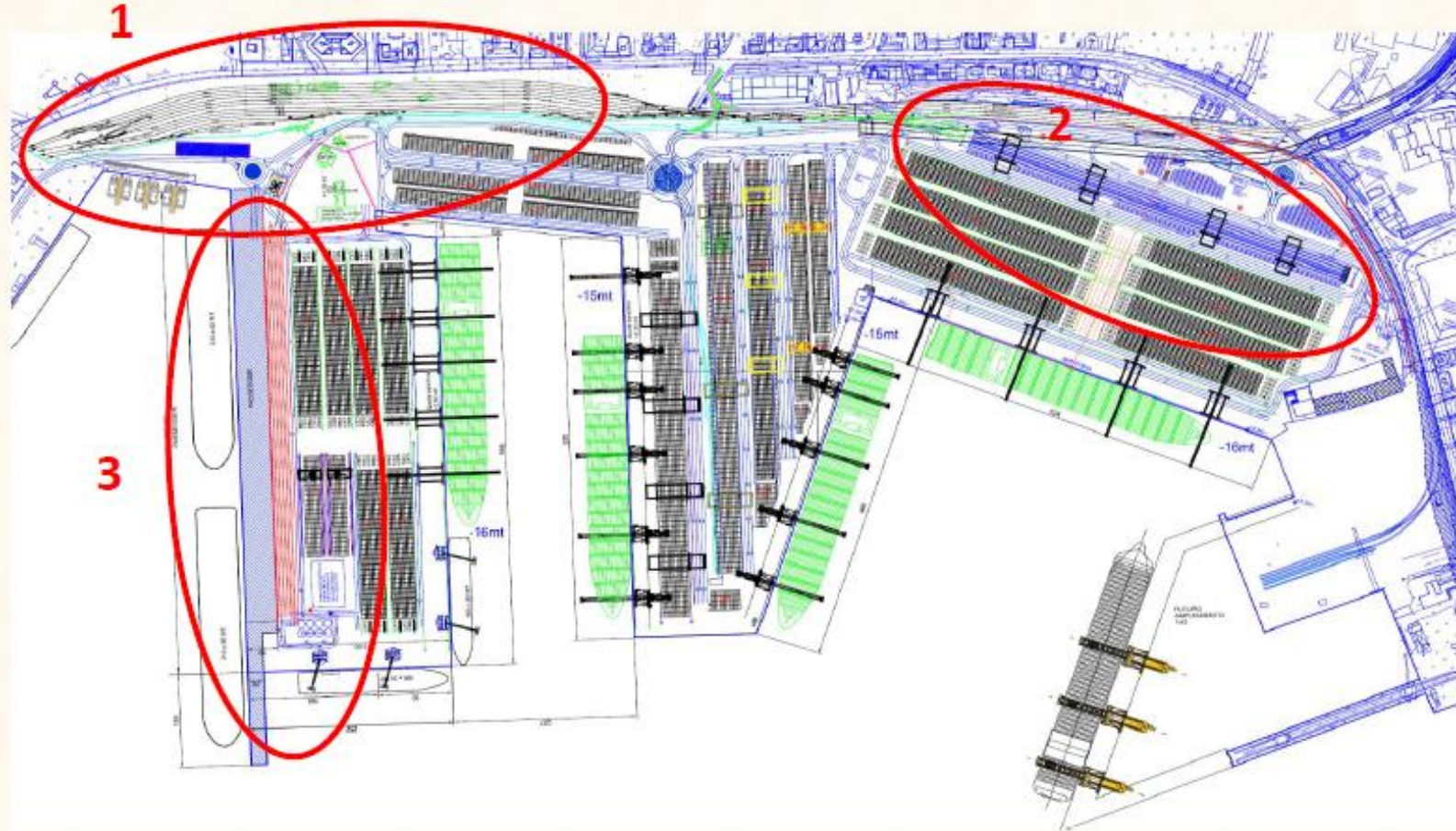


- ① New rail tracks adopting the European standard length
- ② Dredging in order to allow Post-Panamax vessels
- ③ New yards and cranes



LA SPEZIA: THE (REAL) RAIL PORT

THE PROJECTS



LA SPEZIA CONTAINER TERMINAL Areas of intervention:

- ① 9 arrival/departure tracks of length 600 -750 m
- ② 5 tracks loading/unloading (with RTG) of length ~600 m (Marina del Canaletto)
- ③ 3-4 tracks loading/unloading (with RTG) of length ~450 m (Molo Garibaldi)

LA SPEZIA: THE (REAL) RAIL PORT

THE PROJECTS



TERMINAL DEL GOLFO Areas of intervention:

- ① Enlargement and realizations of 4 new loading/unloading rail tracks

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THE PROJECTS



New infrastructures in a nutshell:

- ① 400 Million euros investments
- ② 183,000 sqm new areas for port operations
- ③ 15 m depth

Traffic objectives:

- ① 2.5 Million of TEUS/year handled
- ② 50% rail traffic
- ③ Improvement of last mile connections