



MedRFC 20th TAG RAG meeting 2023

Rail access to Port of Venice

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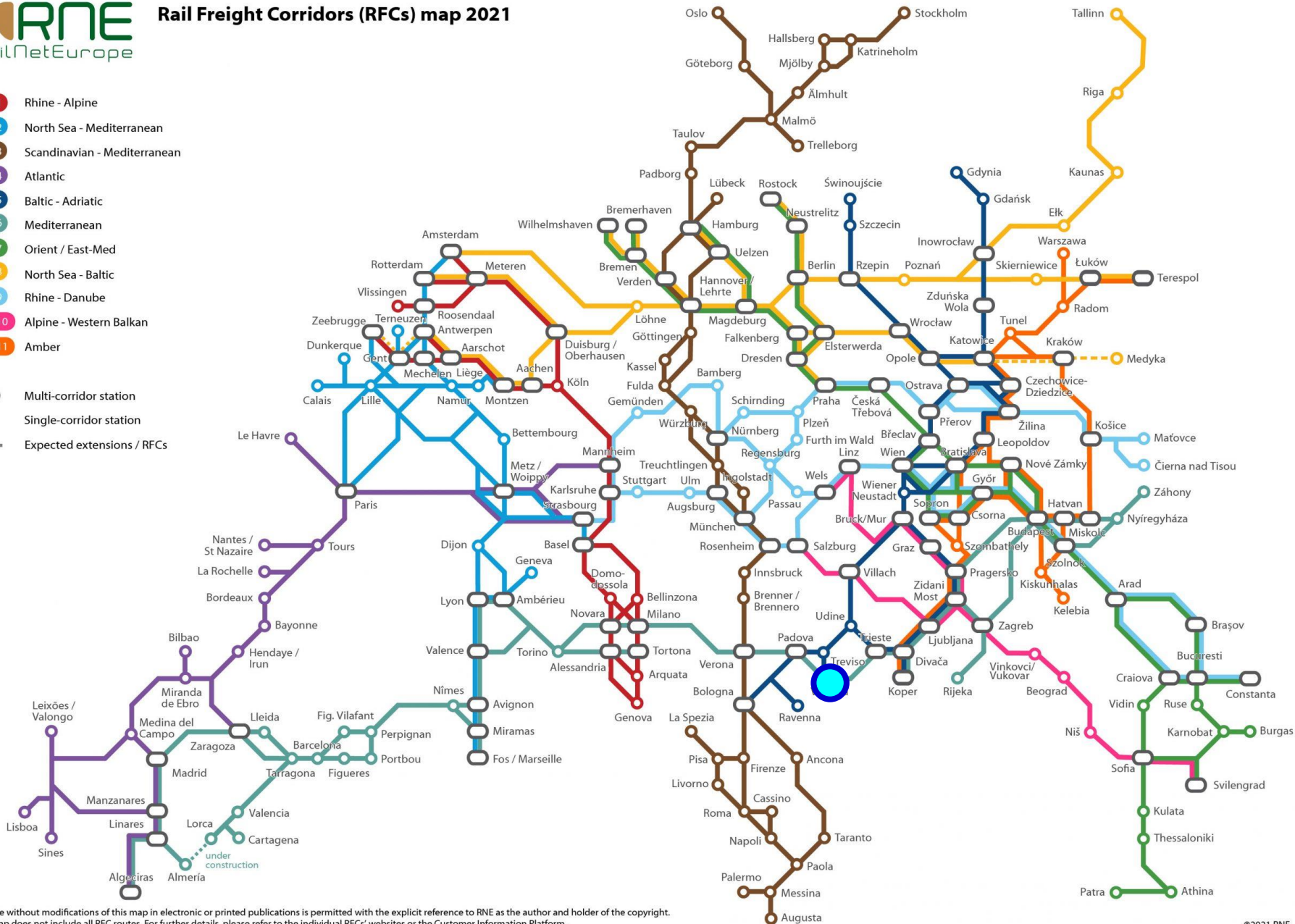
25 May 2023

VENICE PORT INTO RFC NETWORK



Rail Freight Corridors (RFCs) map 2021

- RFC1 Rhine - Alpine
 - RFC2 North Sea - Mediterranean
 - RFC3 Scandinavian - Mediterranean
 - RFC4 Atlantic
 - RFC5 Baltic - Adriatic
 - RFC6 Mediterranean
 - RFC7 Orient / East-Med
 - RFC8 North Sea - Baltic
 - RFC9 Rhine - Danube
 - RFC10 Alpine - Western Balkan
 - RFC11 Amber
-
- Multi-corridor station
 - Single-corridor station
 - - - Expected extensions / RFCs



VENICE PORT INTO VENETO NETWORK

4 CORE NODES

Venice Airport
Venice Port
Padua Freight Village
Verona Freight Village

10.200 Km
ROADS

1.850 Km
RAILWAYS

4 COMPREHENSIVE NODES

Treviso Airport
Verona Airport
Chioggia Port
Rovigo Freight Village

430 Km
INLAND
WATERWAYS

Portogruaro Freight Village
*(proposal)

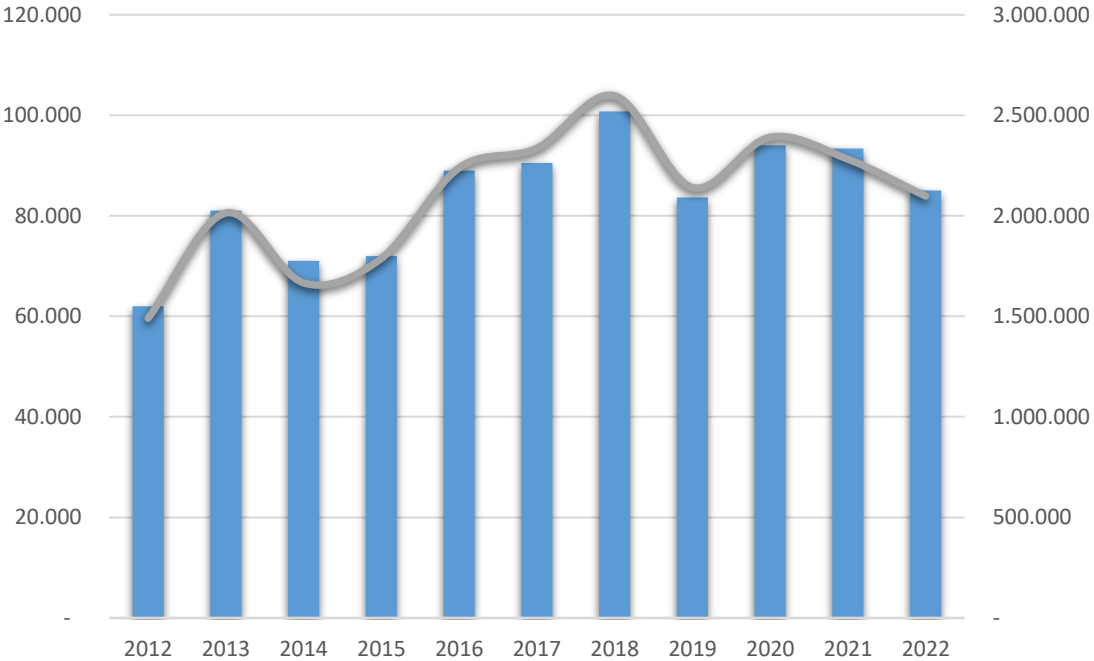


PORT OF VENICE RAILWAY TRAFFIC 2018 – 2022

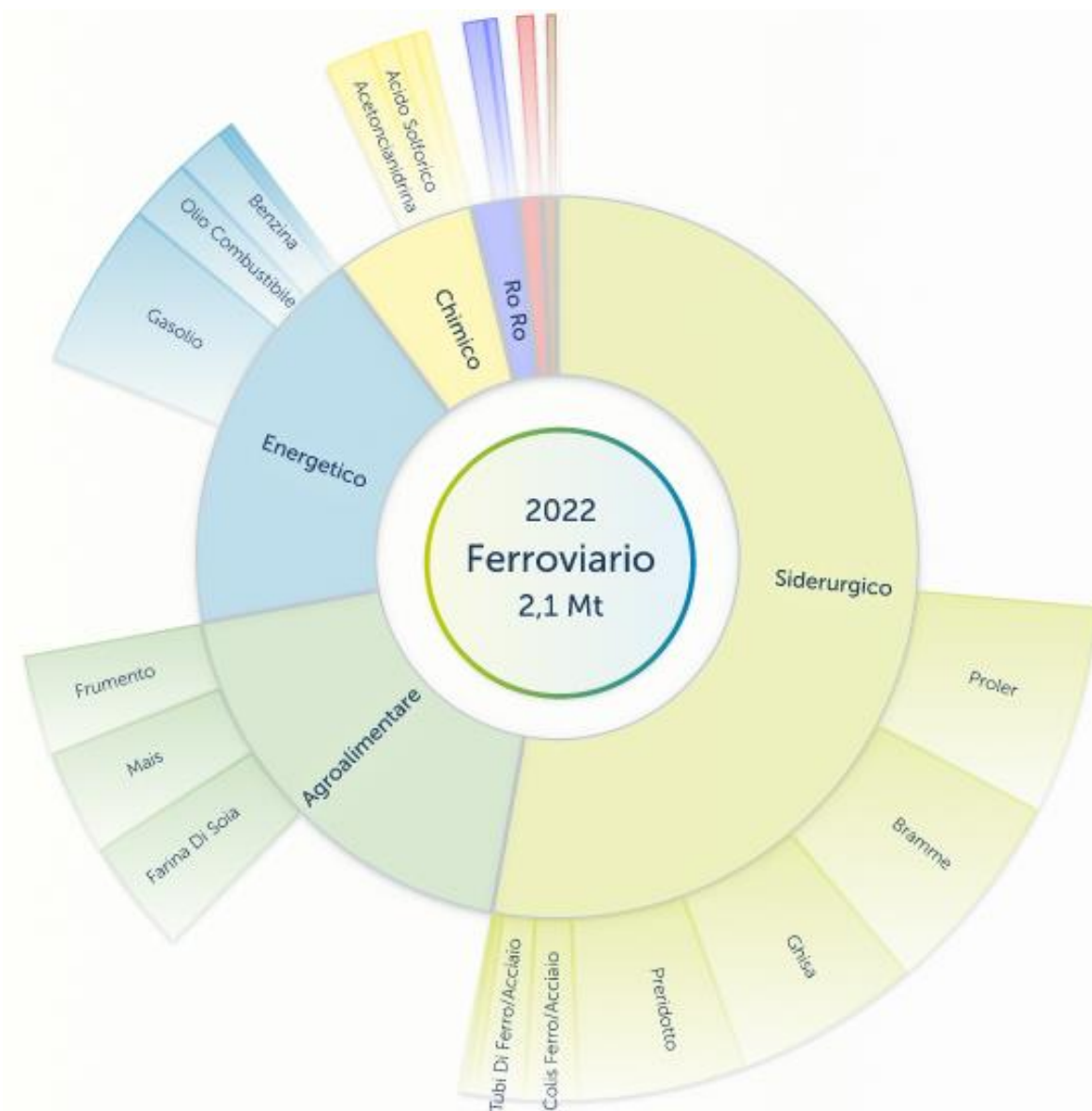
tons trains



Wagons/year

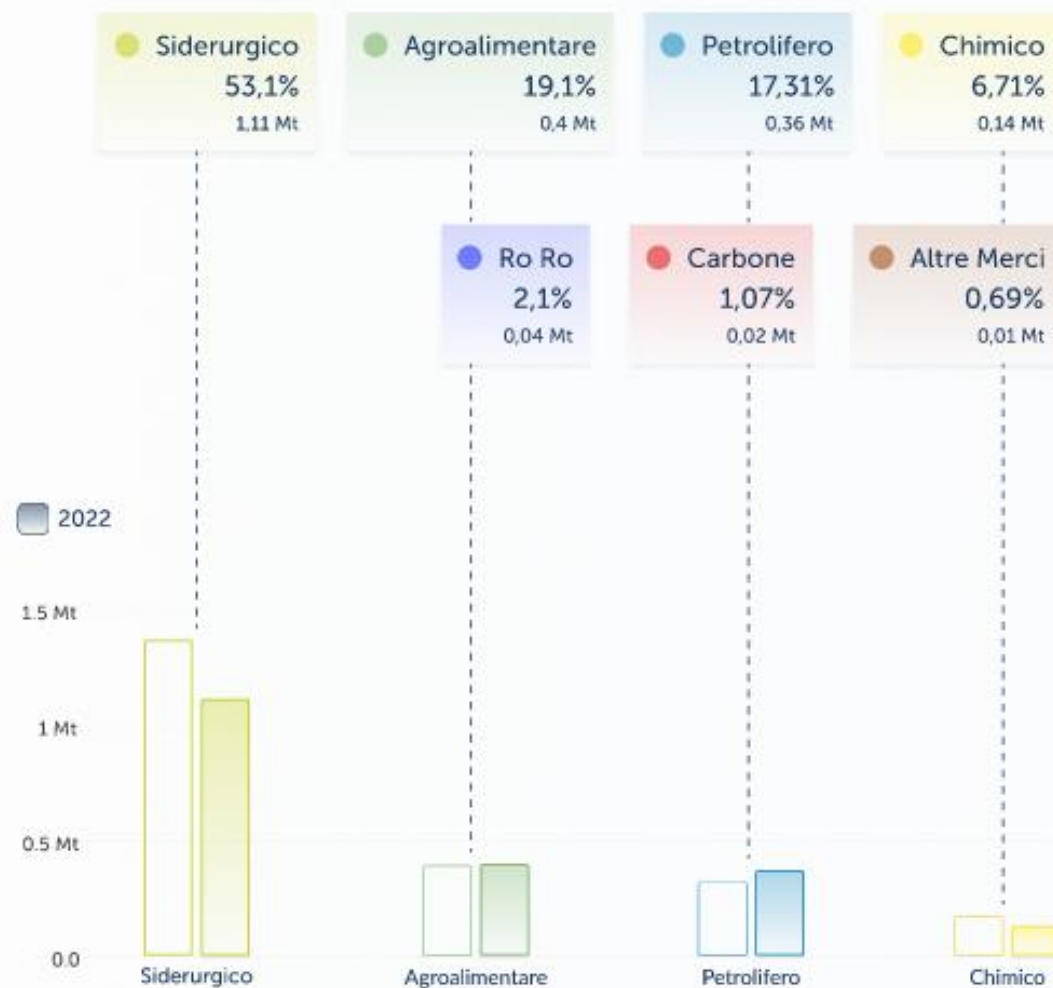


RAILWAY PRODUCTS

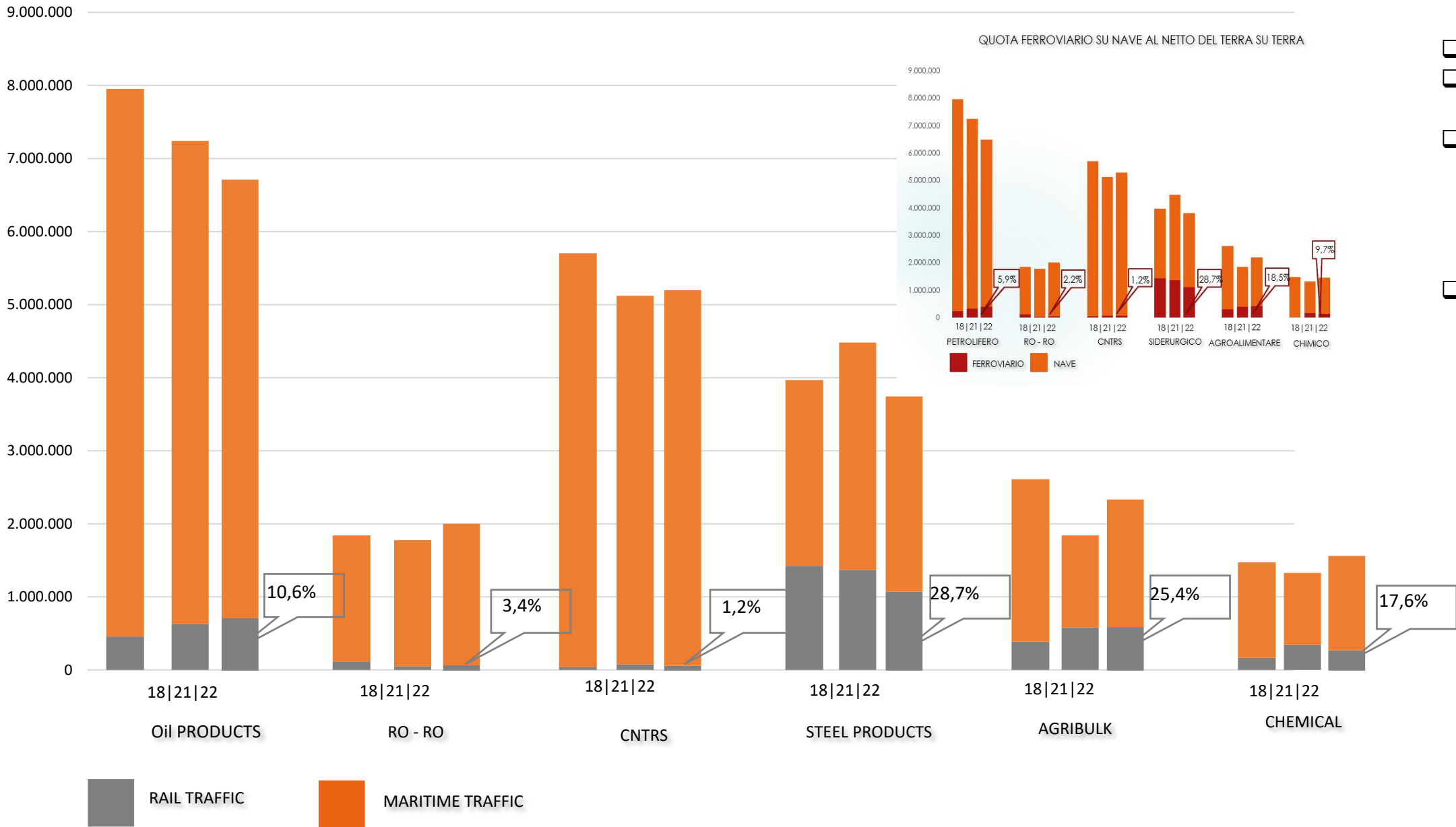


2022

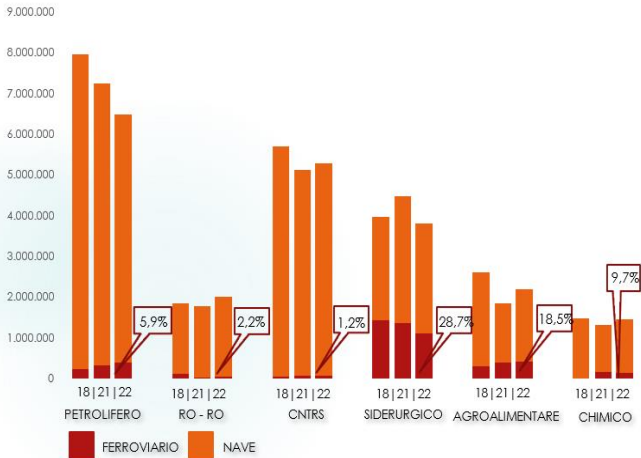
□ 2021 ■ 2022



PORT OF VENICE: MARITIME AND RAILWAY TRAFFIC 2022

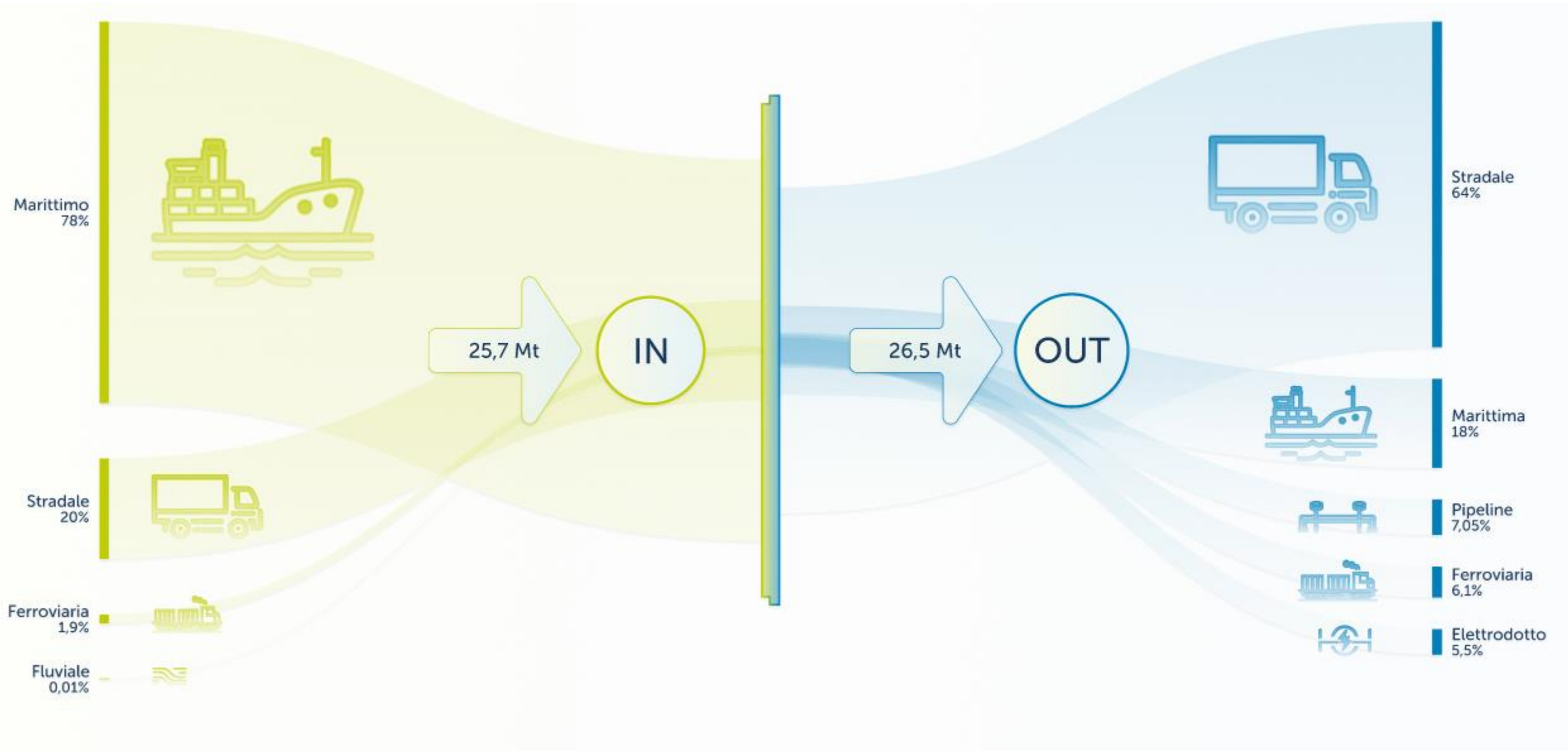


QUOTA FERROVIARIO SU NAVE AL NETTO DEL TERRA SU TERRA

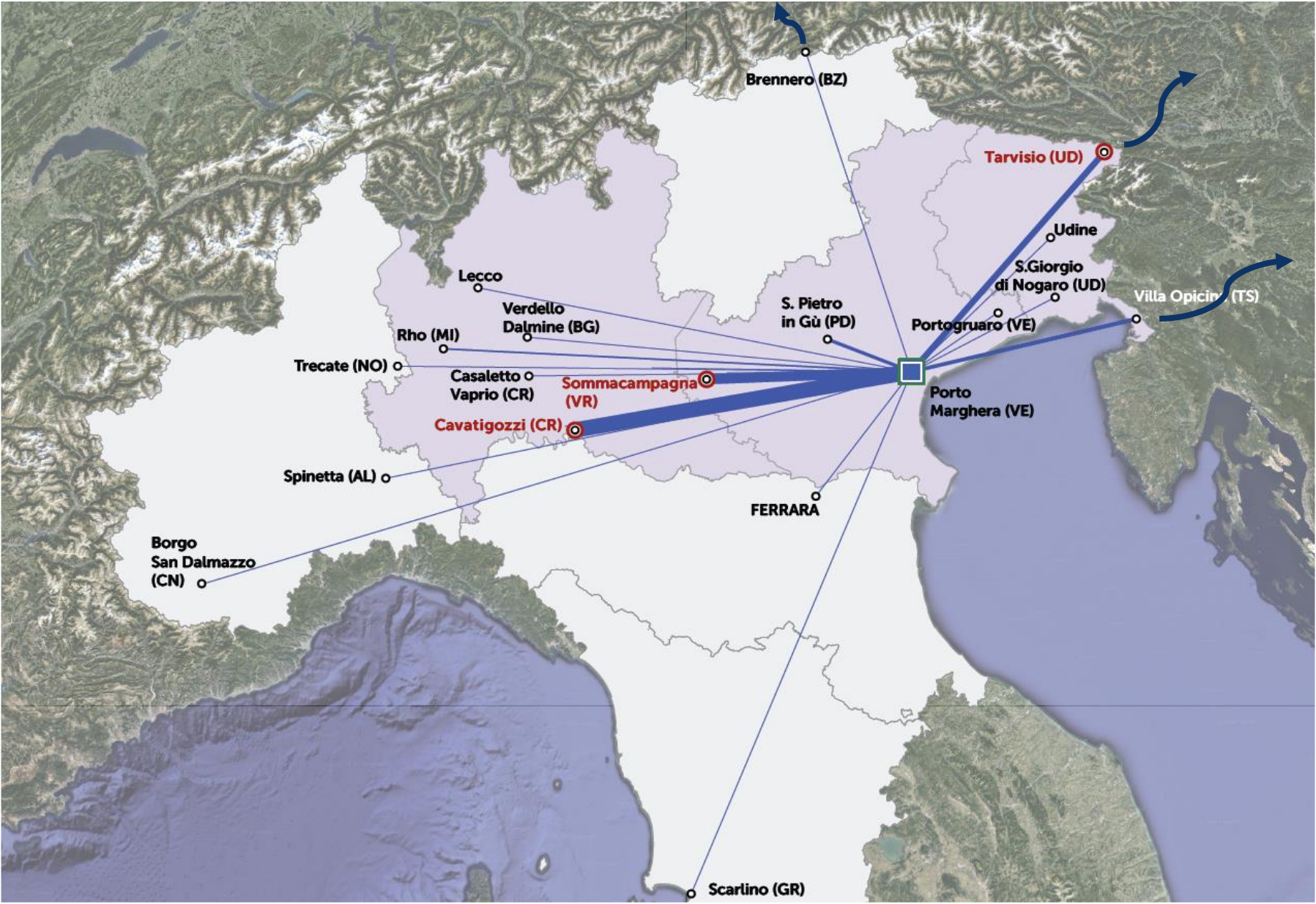


- Ship traffic, 24,6 MT
- Rail traffic 2,1 MT
- The port node also activates a land-to-land (TsuT) railway traffic component.
- In the railway the **land to land** share represents 33.9%. In particular, chemical, petroleum, agri-food and ro-ro sectors the contribution of the land to land is significant.

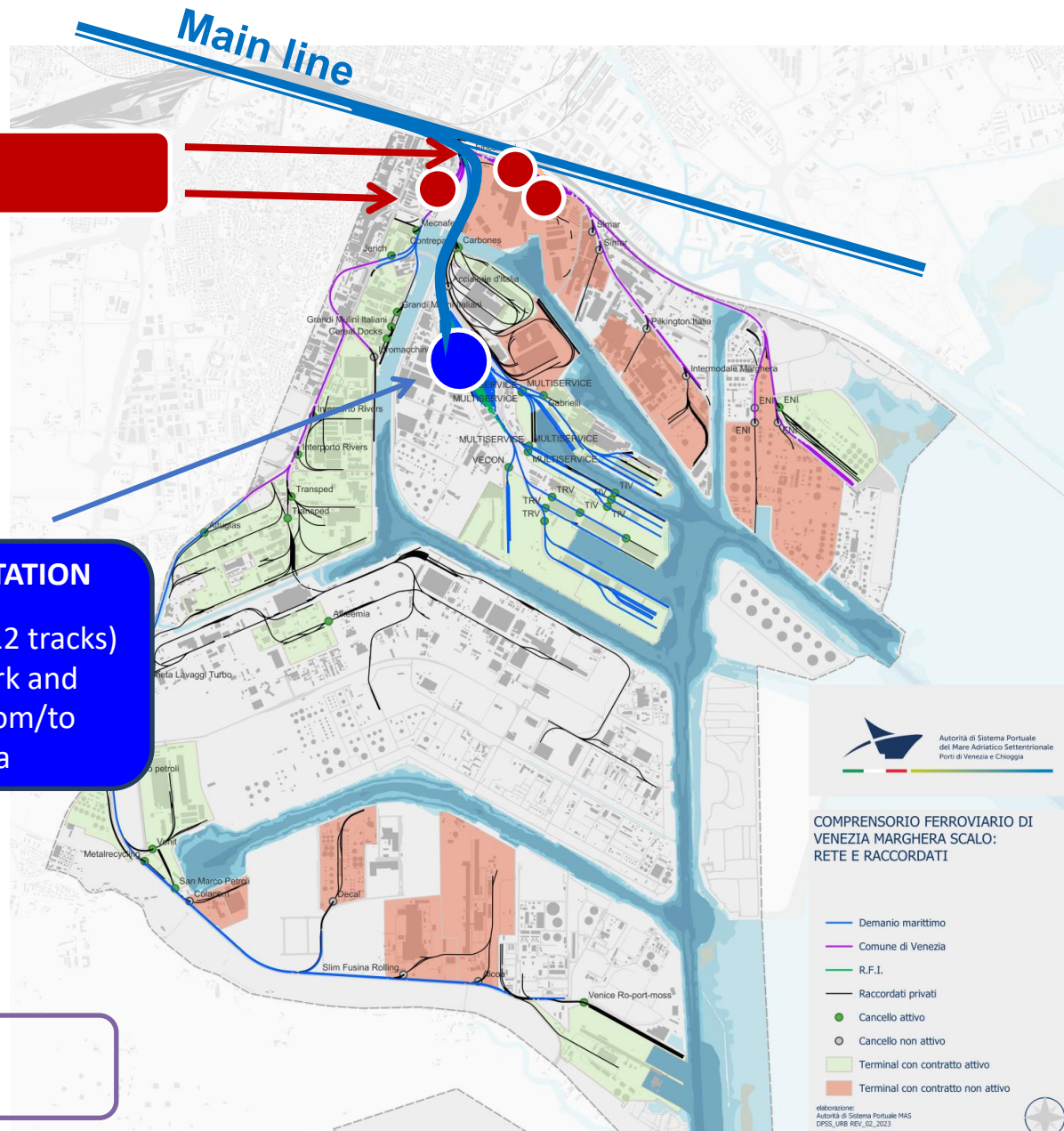
PORT OF VENICE MODAL SPLIT 2022



PORT OF VENICE: RAILWAY ORIGIN DESTINATION 2022



VENICE PORT RAILWAY NETWORK

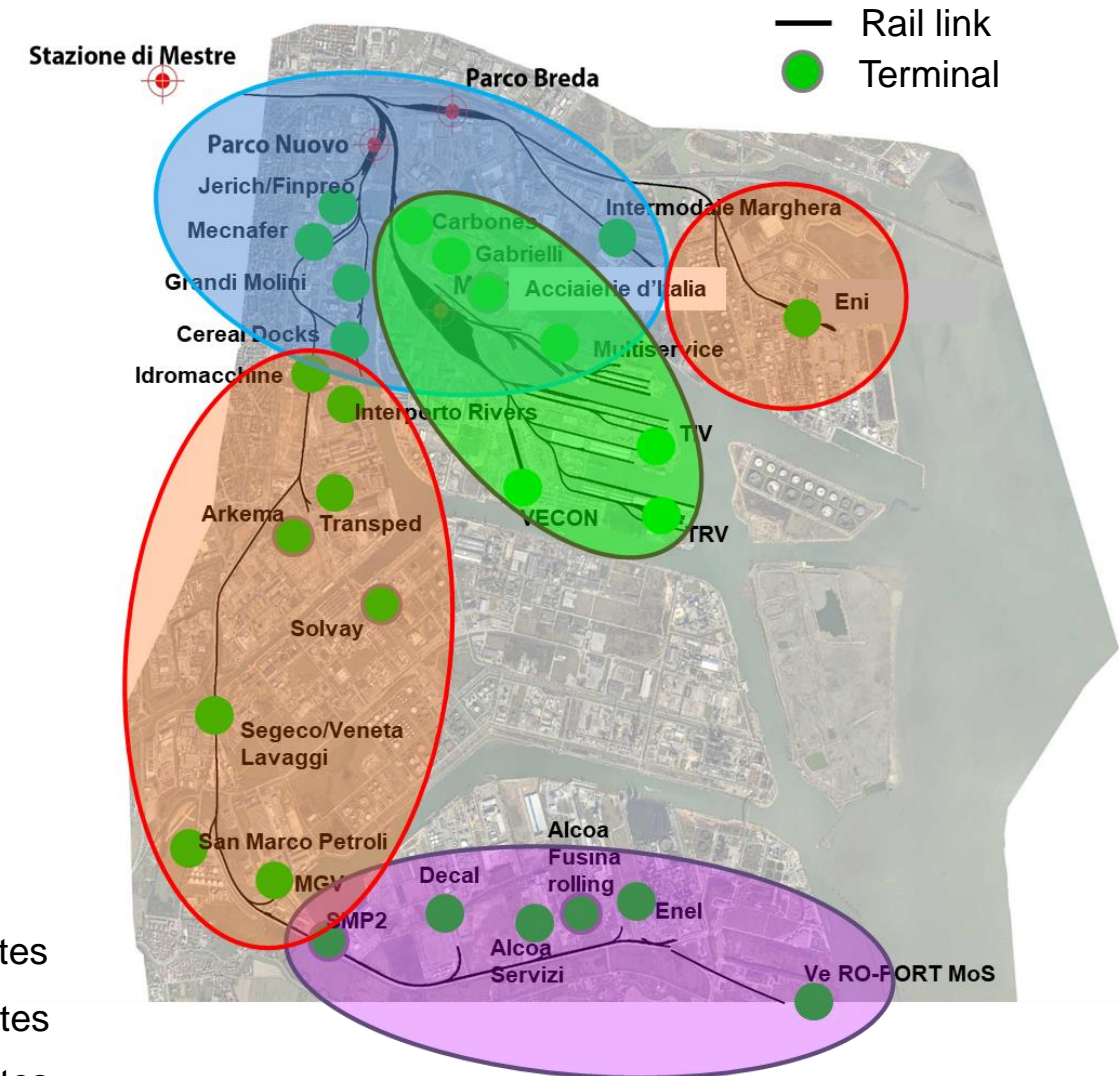
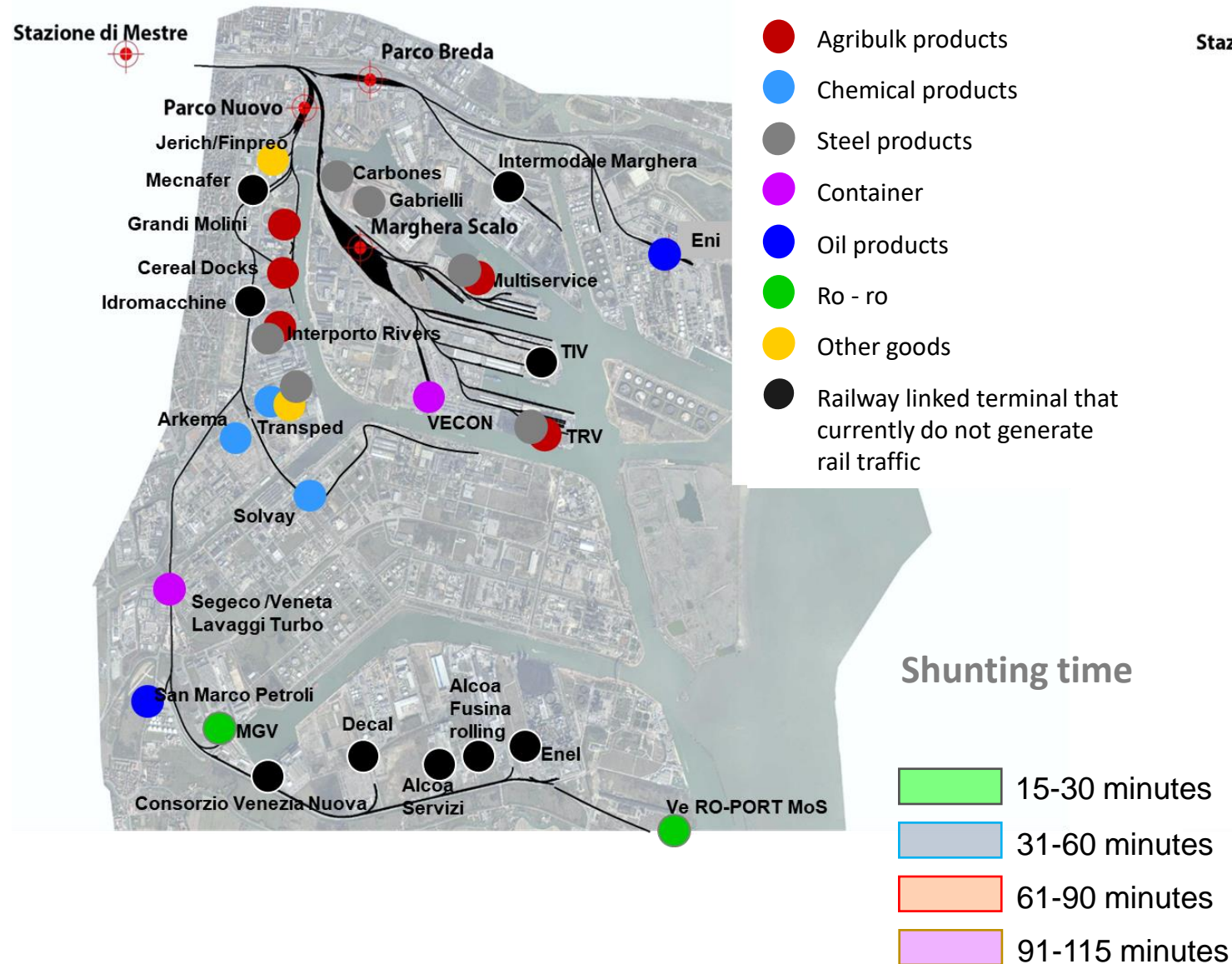


All terminals in Porto Marghera are equipped with railway sidings

The rail infrastructure servicing the port area of Marghera, about 65km, consists essentially of:

- the freight station of MARGHERA SCALO (with its exchange track and reception and departure siding);
- the fan of sidings of Parco Breda;
- the 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.

RAILWAY PORT DISTRICT: LINKED TERMINAL AND SHUNTING TIME



PORT SHUNTING COMPANY

Esercizio Raccordi Ferroviari - ERF - Venice shunting company operates since 1973.

ERF is the only operator in charge of the shunting in port of Venice areas.

The service shunting at Venezia Marghera Scalo station is provided h 24.



It is strategic that AdSPMAS keep the direct management on shunting company in order to control and maintain competitive shunting rates

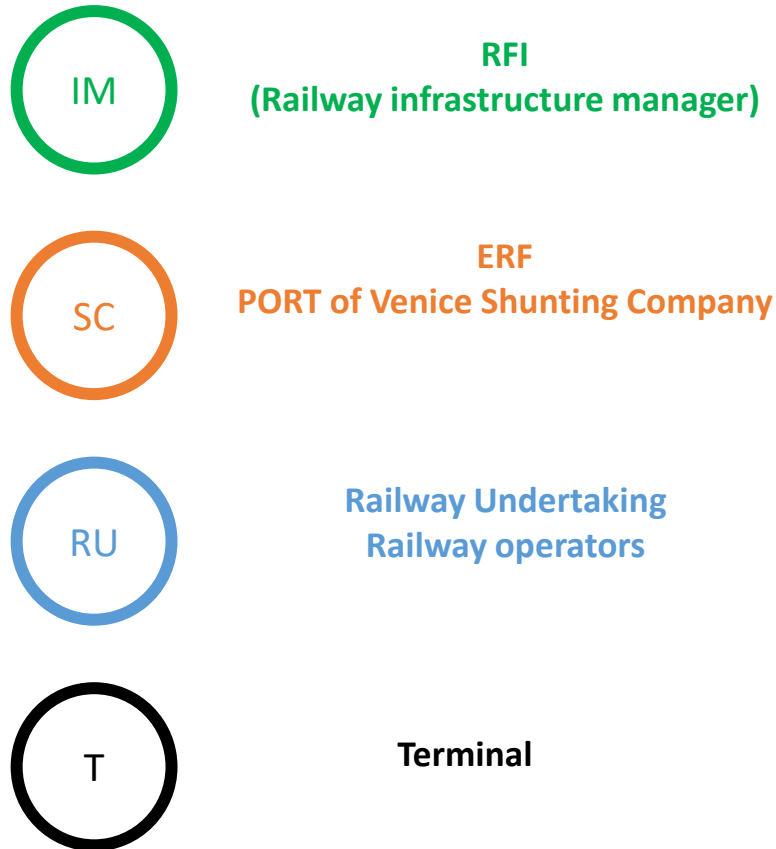
ERF company has:

- 56 employees;
- 11 shunting gang of qualified and certificated personnel;
- 7 shunting diesel locomotive with power 700 - 1000 cv;
- 3 shunting diesel locomotive with power 150-300 cv;
- Static and dynamic Weighing wagons service
- vehicle maintenance and repair locomotive shop.
- Certification ISO:9001

Safety Certificate at NSA as railway undertaking to operate on RFI network at Marghera Scalo

Further development services: wagons checking, inspections and maintenances

3 - M53 OF THE RAILWAY DISTRICT



Planning document for railway services in the *RAILWAY DISTRICT*

The programming of the railway maneuvering service is coordinated:

- with the planned capacity of national infrastructure manager (RFI),
- with the processing times of the loads within the individual linked terminals of the port.

SIMA: INTEGRATED RAILWAY SHUNTING SYSTEM

SEVERAL HETEROGENEOUS SYSTEMS REPLACED BY A SINGLE COMPUTER SYSTEM THAT MANAGES SHUNTING OPERATIONS, WORK TEAMS AND COMMUNICATIONS.

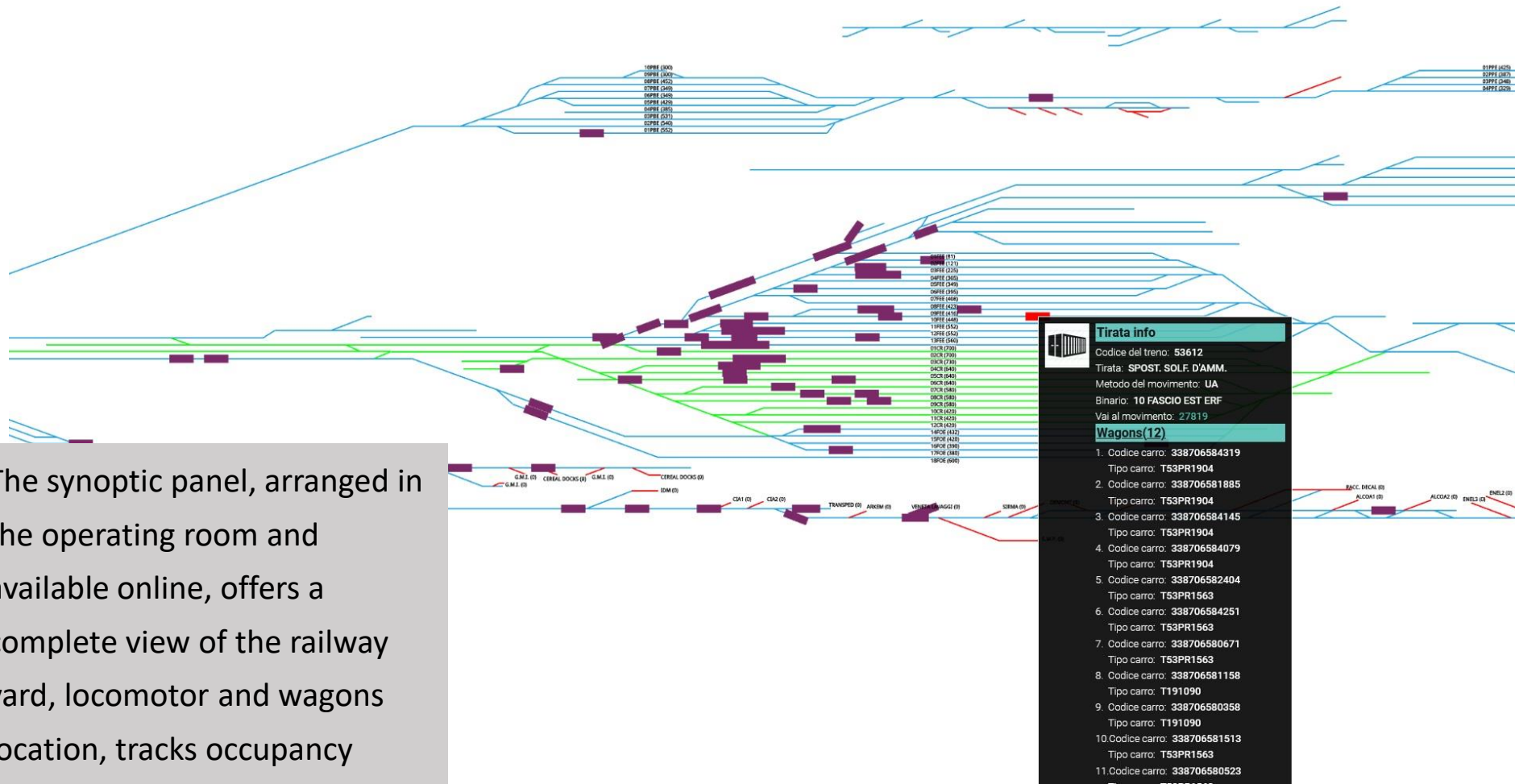
MANAGES INTERNAL AND EXTERNAL DOCUMENT FLOWS. EXTENSION TO OPERATIONAL TEAMS WITH MOBILE DEVICES.

THE SYSTEM MONITORS, THROUGH A GPS MODULE ON BOARD THE LOCOMOTIVES, THE MOVEMENTS AND THE REAL POSITION OF THE SAME.

From SIMA v1.0 to SIMA v2.0

SIMA v1.0 has been reengineered by using new technologies for getting better functionalities with also new modules.

Ongoing:
- Pilot to integrate SIMA with TIS and with RFI system



The synoptic panel, arranged in the operating room and available online, offers a complete view of the railway yard, locomotor and wagons location, tracks occupancy

1- INFRASTRUCTURE IMPLEMENTATION _MEDIUM PERIOD

- 
- The map shows an industrial area with various canals (Canale Sesto, Canale Industriale Nord, Canale Industriale Ovest, Canale Industriale Sud, Canale Malamocco-Marghera) and numerous industrial facilities. Infrastructure projects are highlighted with colored lines and shapes: a red line for a new railway line, a blue line for a new road link, a green rectangle for a new intermodal platform, orange circles for railway overpassings, purple rectangles for new linked terminals, and a blue circle for a new maintenance and repair depot.
-  New railway line
 -  New road link
 -  New intermodal platform
 -  Railway overpassing
 -  New linked terminal
 -  New Maintenance and repair Depot

2 - INFRASTRUCTURE IMPLEMENTATION_LONG PERIOD

NEW MULTIMODAL LINK

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

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

