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 wagons 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.
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)
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

The ideal scheme applied to our network

Import Cargo Containers

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

<table>
<thead>
<tr>
<th>City</th>
<th>Destination</th>
<th>Trains/week</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA SPEZIA</td>
<td>MELZO (Milan)</td>
<td>42</td>
</tr>
<tr>
<td>LA SPEZIA</td>
<td>RUBERIA (Modena)</td>
<td>34</td>
</tr>
<tr>
<td>LA SPEZIA</td>
<td>PADUA</td>
<td>28</td>
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<tr>
<td>LA SPEZIA</td>
<td>DINAZZANO (Reggio Emilia)</td>
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<td>LA SPEZIA</td>
<td>BOLOGNA</td>
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<tr>
<td>LA SPEZIA</td>
<td>SEGRATE (Milan)</td>
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<td>LA SPEZIA</td>
<td>RIVALTA (Alessandria)</td>
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<td>LA SPEZIA</td>
<td>VERONA</td>
<td>10</td>
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<tr>
<td>LA SPEZIA</td>
<td>VITTUIONE (Milan)</td>
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### International Rail Links

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<th>City</th>
<th>Destination</th>
<th>Trains/week</th>
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<tbody>
<tr>
<td>MELZO</td>
<td>ROTTERDAM</td>
<td>26</td>
</tr>
<tr>
<td>MELZO</td>
<td>VENLO</td>
<td>10</td>
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<tr>
<td>MELZO</td>
<td>FRENKENDORF (Basel)</td>
<td>10</td>
</tr>
<tr>
<td>MELZO</td>
<td>DUISBurg</td>
<td>6</td>
</tr>
</tbody>
</table>

### 160+ Trains/Week

### 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 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
LA SPEZIA: THE (REAL) RAIL PORT

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