

19th Florence Rail Forum.

European Green Deal: What Implications for State Aid in the Rail Sector?

22-23 October 2020



Efficient Railway Systems for Green Port Systems

Zeno D'Agostino

President of the Port Network Authority of the Eastern Adriatic Sea

Ports of Trieste and Monfalcone.



Port Network Authority
of the Eastern Adriatic Sea
Ports of Trieste and Monfalcone

Top 10 EU freight ports, 2018

(million tonnes*)



Source: <https://ec.europa.eu/eurostat/web/products-eurostat-news>.

* Data refer to the gross weight of goods calculated as the weight of the actual goods together with the immediate packaging in which they are being transported from origin to destination, but excluding the tare weight of containers or Ro-Ro units.

ec.europa.eu/eurostat

Statistics 2017/2019

Port of Trieste

January / December	2017	2018	2019
Total tonnage	61,947,454	62,676,502	61,997,445
Liquid bulk	43,750,555	43,234,735	43,349,423
Dry bulk	1,639,595	1,665,508	1,717,294
General cargo	16,557,304	17,776,259	16,930,728
Number of vehicles (semitrailer / private and commercial vehicles)	314,705	309,424	233,418
Number of containers / TEUs of which number of full containers / TEUs	616,153 547,579	725,426 658,330	789,594 699,570
Total trains (Industrial Port / New Free Port)	8,682	9,732	9,771

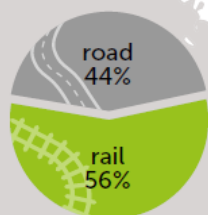
Port of Monfalcone

January / December	2017	2018	2019
Total tonnage	4,633,411	4,537,278	4,093,425

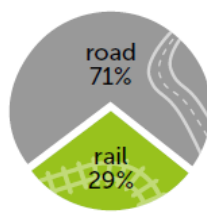
Intermodal links: 2014-2019 network and strategic partnerships with inland platforms

Hinterland Flows - Modal share 2019

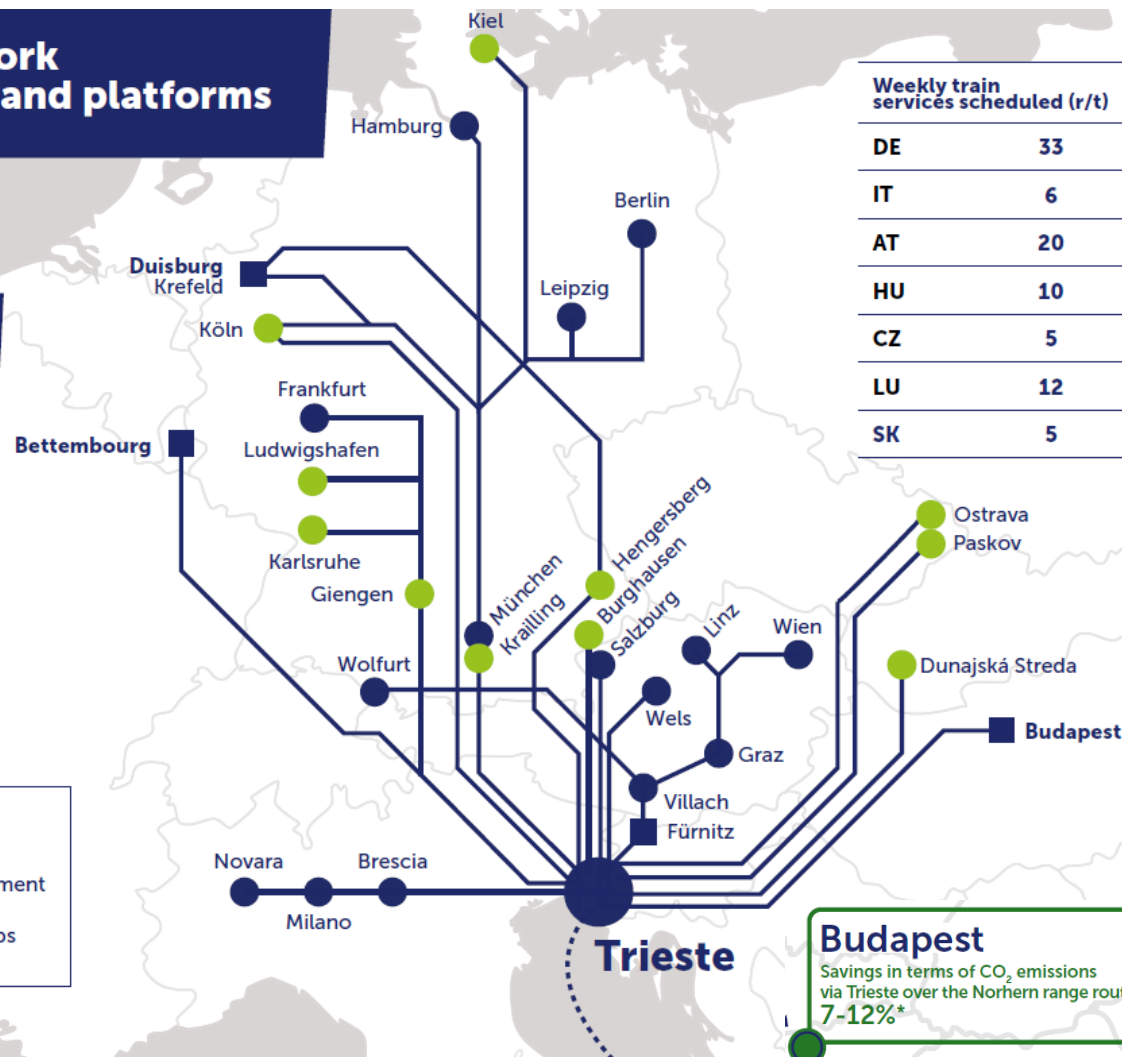
Hinterland TEUs (ISO containers)



Hinterland Road Transport Units (vehicles)



- network 2014
- 2014-2019 development
- strategic partnerships under development



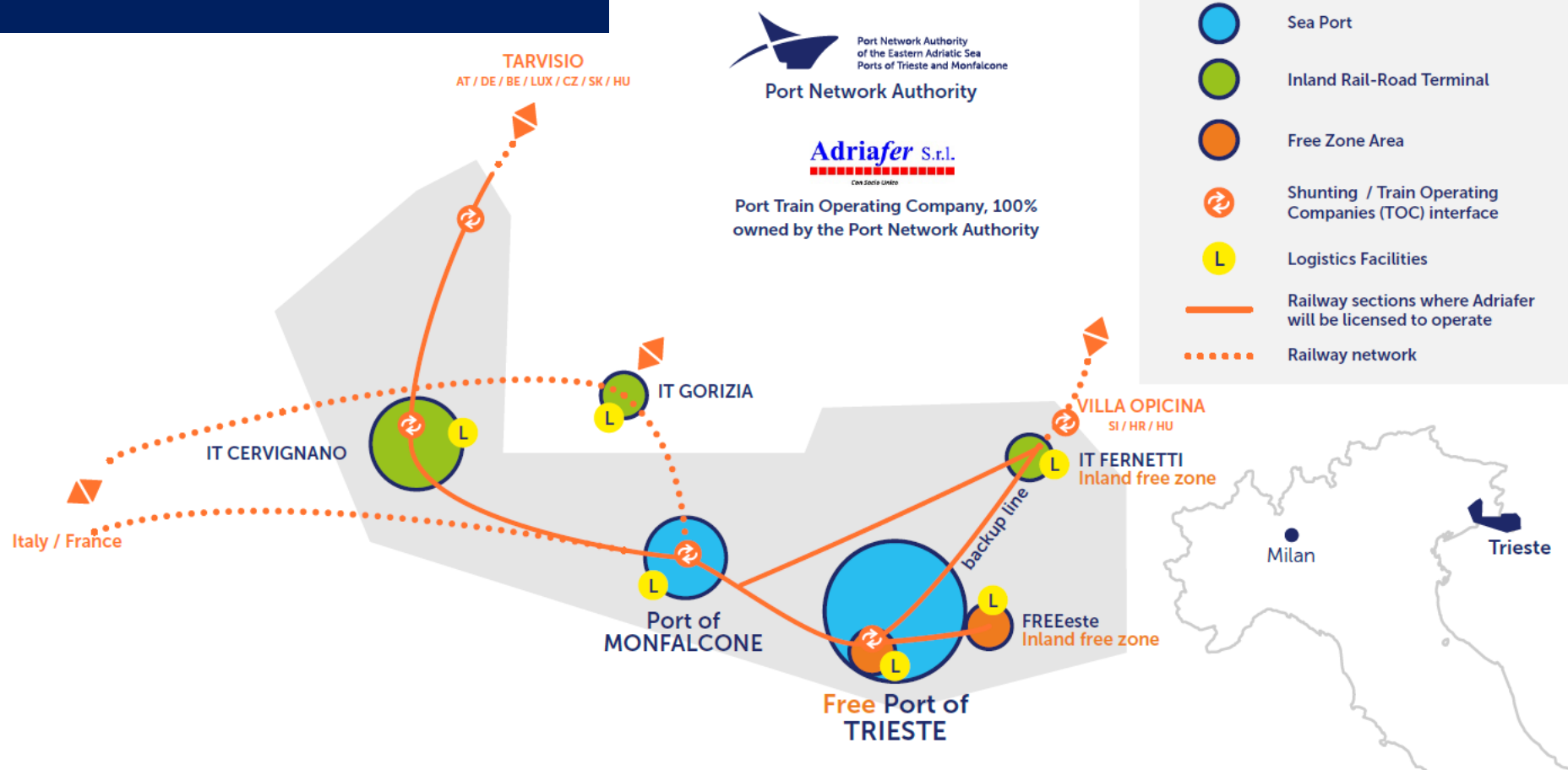
Railway Projects

No.	Action	Timeframe
1	Junction reopening interlinked with main line, "Transalpina line" and Aquilinia branch line	activated
2	"Transalpina line" reopening and upgrading (back-up route connecting Villa Opicina – Trieste Campo Marzio (TSCM) allowing PC/80 gabarit and electric traction)	activated
3	Link reopening connecting TSCM-Servola-Aquilinia branch line and its improvement	
4	Rail siding to the new terminal development area ("Noghere Terminal")	Action in progress – long term perspective
5	New railway station and siding reopening from Aquilinia marshalling yard to the "Freeeste" logistics platform: <ul style="list-style-type: none"> • Improvements and automated protection of existing level crossing as TSI; • Track module: 480m/560m (3 tracks). 	2021
6	Trieste Campo Marzio Rail upgrade plan: <ul style="list-style-type: none"> • New layout of the railway tracks in the port marshalling yard; • Track module: 750m (16 tracks); • New connection Pier 7 with the new gate n.5; • New computer-based interlocking systems. 	2020
7	Development of the New Logistics Platform Rail Terminal and new siding to the platform: <ul style="list-style-type: none"> • Track module 550m/600m (4 tracks); • Extension of arrival and departure platform. 	06/2020
8	Aquilinia marshalling yard reopening and upgrade Plan with new technology between Servola and Aquilinia: <ul style="list-style-type: none"> • Execution of Innovative Intermodal Terminal (IIT); • 6 tracks with track module of 750m. 	2023

Infrastructural railway projects



Railway Integrated Port «System» (Port Rail District)



Railway «Long Distance» Operators:

Ferrovie Statali Group// CFI; Inrail// Rail Cargo Carrier Italy, Rail traction Company, CapTrain Italia (Rail Cargo Austria, DB Schenker, SNCF). - Note: Rail Cargo Austria Group manages 30% port railway traffic currently.

Port Railway Regulation

	Local network (INFRASTR.)	Services («shunting»)
2016	Managed through contracts between the Italian Railway Infrastructure Manager (RFI) and different subjects (terminal and industrial operators) connected through railway sidings.	<p>The service (as service of general interest) granted to Adriafer S.r.l. through public domain concession.</p> <p>«Shunting» splitted into primary and secondary shunting.</p>

Port Railway Regulation: Today

	Local network (INFRASTR.)	Services (Shunting + selected short distance operations)	Capacity allocation
2020	<p>Port Railway Infrastructure managed by the «PORT RAILWAY INFRASTRUCTURE MANAGER» (Port Authority)</p> <p>Currently under authorization by «National Agency for Railway Safety» (ANSF/ERA)</p> <p>Legal sources: EU Dir. 49/2004 (ITD.lgs. 162/2007)</p>	<p>Services provided in compliance with «Regulation of Shunting in the Port of Trieste area and in connected (rail) logistics facilities, included the link to the Interporto di Trieste»</p> <p>Single Manager: <i>Adriafer</i> S.r.l. (for all shunting and short distances services). di tutte le attività di manovra</p> <p>Legal sources:</p> <ul style="list-style-type: none"> - Implementing regulation (UE) 2017/2177; - Dir. 2012/34/UE; 	<p>Framework Agreement with RFI on railway capacity allocation on:</p> <p>Trieste CM– Cervignano line (50 Km) - 6 RT/week.</p> <p>Trieste CM – Interporto di Trieste (15 Km) - (3 RT/week)</p>

Port Railway Regulation: Tomorrow

	Local network (INFRASTRUCTURE)	Services (Shunting + «full» short distance operations at port rail district level)	Management	Capacity allocation
2025	<p>Managed by the Port Infrastrucyure Manager Authorized by National Rilaway Safety Agency</p> <p>«Extended» Rail Port District: including all nodes of the Port System (Port of Trieste, Interporto of Trieste, Port of Monfalcone, Interporto of Gorizia, Interporto of Cervignano).</p>	<p>In compliance with «Regulation of Shunting in the Port of Trieste area and in connected (rail) logistics facilties, included the link to the Interporto di Trieste»</p>	<p>Single integrated «Control Tower» to control railway circulation in the port-system area. <u>Subjects:</u> RFI, Port Authority, «Adriafer», Customs Agency.</p>	<p>Forthcoming framework agreement Between Port Authority and RFI to manage capacity allocation in the whole rail port district</p> <p>All nodes of the port system connected through «<u>extended shunting activity</u>» (short distance)</p> <p>Frrequency and Round Trips: harmonized to expected needs (at least 1 RT/day/node)</p>



Railway efficiency at port system level as a «general interest» target

- It is important increasing «railway role» for ports (e.g. impact on port cities by road vehicles, etc.).
- In ports, heavy railway-related costs arise in the «port district area» and not along long-distance inland routes...
- Multiple players interfering each other in the node might not assure «technical efficiency» (services and facilities)
- It is important to focus on «railway optimization» («technical efficiency») in the port district (also in term of efficient use of port district railway capacity and facilities...
- ...in particular when public works to develop new infrastructures are ongoing, with capacity constraints.

State Aid principles for «regionalizing» ports

- Since heavy railway-related costs arise in the «port district area» not along long-distance inland routes...
- **How to support railway services at ports?**
- Supporting, through public incentives:
 - shunting and short-distance services («rail port district»)
 - «multi-platform» optimized rail logistics in the port region (port regionalization);
- Start-up aids? Other solutions? What environmental indicators to grant aids?
- Target: creating total sustainability of the long-distance service (not measuring «local» environmental benefits)
- Inducing «coordination» and «public intermodal poles» to «form» the «train» and providing it to all «free market railway operators»
- Solution to re-vitalize public railway facilities (e.g. under-utilized shunting areas in the port region, etc.) and resuming «traditional» «public» railway coordination roles.

Contacts:

Zeno D'Agostino

Zeno.dagostino@porto.trieste.it