

Parco Logistico Intermodale di Mortara

An environment-friendly intermodal logistics hub

The Mortara intermodal logistics park is a new freight village located in a strategic position near Pavia, in northwestern Italy, at the crossroads between the Trans-European Network corridors no. 5 and 24. The park covers approximately 700,000 sqm, 75% of which is taken up by the intermodal terminal and logistics areas.

Mortara's intermodal logistics park aims to realise a perfect synergy between intermodality and logistics. It is linked to Ligurian ports and to international alpine transit routes (Modane, Sempione-Lötschberg, Luino and Gotthard). The terminal consists of an operational sector, made up of one module with three 700 m tracks, and a support sector, with four electrified tracks – which can be further developed. The maximum capacity is estimated at 9 to 13 train pairs a day. They will be handled with the help of a rail-mounted gantry crane. The intermodal logistics park is the only freight village in northern Italy that combines logistics (it has a built-up logistics area of about 200,000 sqm) with intermodality (9 train pairs a day, and as many as 13 in the case of enlargement).

Liguria–Germany connections

The terminal with its efficient intermodal services is managed by Timo, which is owned by Polo Logistico Integrato di Mortara, the owner of the entire complex. At present, the hub offers a daily link to and from northern Europe, specifically the Netherlands. A new daily service to and from Savona and the Liguria region will follow soon. New connections to northern France and northern Germany, particularly to the Ruhr area, are planned to start at the beginning of 2012.

In 2010 Timo signed an agreement with the Savona port authority, which aims to promote



Photo: Parco Logistico Intermodale di Mortara

The Parco Logistico Intermodale di Mortara, a northern Italian intermodal logistics park, covers approximately 700,000 sqm.

new connections between Savona-Vado and Rotterdam, passing through Mortara. Over and above this, the centre was chosen in 2010 to be a case study for a new connection between Ligurian ports and southwestern Germany, in the framework of a Transitects project run by the region of Lombardy.

Logistics area – and production too

The first warehouse is currently being constructed in the southwestern section of the logistics area. The design phase is simultaneously still on-going, so there are still some possibilities for tailor-made solutions. The facilities will be ready by the middle of next year. There is also scope for a direct rail spur to a logistics warehouses. The fully-developed logistics area will then be aligned to concrete requirements. Particular attention will be given to requests aimed at creating «transformation» logistics areas, which aim to oper-

ate warehouses not just as storage areas, but also as an opportunity for enterprises to move part of their production there. Spread across two sections, one in the east and the other one in the southwest of the intermodal area, on a total surface of approximately 390,000 sqm, the logistic area will represent an interesting site. Additional options will be decided upon as per effective requirements.

The plant is also equipped with parking spaces, an extensive service area for vehicles and a business centre that provides a very broad range of additional opportunities such as offices, a bar and a restaurant. Green areas extend over a total area of about 180,000 sqm. They represent a unique feature of the logistics hub and are evidence of the operator's search for compatibility with the environment – in accordance with the word park in the facility's name.

edited by ra

www.poloilmortara.it



Photo: Altermatt

The northern Italian city of Brescia is reorganising its inner city goods distribution system, in cooperation with the Padova freight village.

City logistics made in Brescia

Brescia city council has decided to establish a platform for goods distribution in the city. It includes plans to convert a warehouse on the site of a local wholesale market.

The project will be implemented in collaboration with the Padova freight village, and will make use of the latter's extensive city logistics experience. The initiative for this innovative concept arose on account of the fact that urban goods transportation accounts for 30% of transport costs, and for 50% of exhaust

emissions. Thus only vehicles powered by methane gas will be allowed access to the inner city in future.

Non-food products will be added during a second project phase next year, following an initial pilot phase which is limited to groceries. The project is being financed by the city council and from funds made available as part of the EU's Civitas programme. The Lombardy provincial government, in turn, is also contributing EUR 50,000.

hdj

www.comune.brescia.it

Aiming for less transport runs in Piedmont and Liguria

The Piedmontese section of Confindustria, the Italian industries association, has announced a project to establish an inter-regional freight transport alliance. The so-called Piattaforma Unica will help the volume of traffic in Piedmont and the neigh-

bouring region of Liguria to be handled more efficiently. Every year, inefficiencies cause costs amounting to approximately EUR 3.8 billion in Piedmont and EUR 1.2 billion in Liguria.

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www.confindustria.it

In brief

Interporto di Novara. Novara's Centro Interportuale Merci (CIM), located in the Piedmont region of northern Italy, has fitted its storage terminal with a solar energy system. Solar panels have been installed on the roof of Interporto di Novara's warehouse, covering an area of around 65,000 sqm, and producing an energy output of 4.7 MW.

www.cimspa.it

Arcese. The Italian transport company Arcese has entered into a collaboration deal with Panalpina Road Freight Germany. According to the German firm the cooperation with Arcese will strengthen Panalpina's general cargo and less-than-truckload network in the country. Transit times to Italy will be considerably reduced, according to Florian Zehetleitner, director of Central European overland operations at Panalpina.

www.arcese.com; www.panalpina.com

Bartolini. The Italian transport and CEP specialist Bartolini has expanded its network of branches in Italy by opening a 2,000 sqm centre in Avellino (southern Italy).

www.bartolini.it

A bridge too far. The «Ponte sullo Stretto», a car and railway bridge across the Straits of Messina, which has been in the pipeline for decades and which was designed to connect the Italian mainland with Sicily from 2017, has reached the end of the road. The Italian government no longer has the money to finance this major project.



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