



## Bologna Freight Village

Bologna is located in the heart of an important area of economic production, is crossed by 5 major rail routes and 4 motorways, and is a vital national and European freight transportation hub. The city is situated on the North-South line of traffic, which carries 35% of goods passing through Italy and 16% of the ever increasing flows of continental traffic.

12 km from the historical centre there is one of **Europe's major freight villages**, an integrated complex of logistics, railway and road infrastructures that is ideally placed to distribute freight nationally and internationally. It covers an area of about 2,000,000 sqm, 370,000 of which are represented by covered warehouses, and serves approximately 5,000 heavy goods vehicles daily. It has a direct connection to the A13 Bologna-Padua motorway and has 20 km of rail tracks, for a total of over 650,000 sqm dedicated to rail transport. The Freight Village can count 100 national and international transport and logistics companies, one custom district, a service station with car and lorry cleaning facilities, a bank, a post office, a bar and a restaurant.

Total freight traffic	4,575,000 tonnes
Total road traffic	2,600,000 tonnes
Total rail traffic	1,975,000 tonnes
Number of Trains	5,459
Intermodal terminal	130,000 sqm - 10 tracks
Container terminal	147,000 sqm - 5 tracks
Bulk terminal	51,330 sqm
Containers and swap bodies loaded and unloaded	125,000 UTI



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## The development of the Freight Village

Plans are in place to expand the facility by a further 2,115,000 sqm, with up to 1,000,000 sqm of covered **warehouses** dedicated primarily to road-to-road and road-to-rail transfer. The optimisation of rail transport is one of the key aspects of the development strategies and involves expanding and implementing both terminals and developing the modal interchange platform in order to prepare for new opportunities offered by high speed trains. The projects meet the demands of supporting the territory's productive enterprises by expanding the range and increasing the quality of services and focusing on logistics. With this purpose, agreements have been signed with some major national ports and all main intermodal platforms in Italy and Europe.

## The Freight Village and the environment

Interporto Bologna has adopted a range of measures to protect the environment. There are two photovoltaic installations. The first one was inaugurated in 2007 and, with more than 1,000 solar panels with a power of 200 Wp or more, it produces around 236 MWh yearly, for a total saving of 50 tonnes of oil. A second installation will become operational in March 2009 and with a power of 989 KWp it is expected to produce 1,137 MWh yearly. Such initiatives testify the environmental awareness of Bologna Freight Village and make it earn the ISO14001 certification. Architectural and urban aspects are equally important. In order to improve the quality of life inside the Freight Village and also to achieve greater integration with the surrounding environment, over 30% of the total area is dedicated to green spaces. Furthermore, in several visible points works of particular symbolic and artistic value have been created. In order to reduce the environmental impact and power consumption, night-time lighting is reduced at fixed times, the asphalt used for high-speed roads is sound-absorbent and several sound barriers have been placed in order to reduce the noise for the houses around. Where it is possible, the Society prefers using manufacture materials alternatives to the locally-extracted ones, such as lithoid materials obtained from processing limestone quarried in Apricena (Foggia) and porphyry extracted during railway tunnel excavations in Trentino Alto Adige. Interporto Bologna also built a 300,000 cubic metre overflow reservoir for managing rainwater and to prevent flooding in the surrounding countryside.

## European projects

The Bologna Freight Village takes part in numerous European projects connected with the improvement of freight transport management and environmental protection.

<b>M-TRADE</b>	Has the objective of assessing the applicability of EGNOS technology to the intermodal freight transport, with particular focus on Corridor V.
<b>METIS GNSS EU-MED</b>	Aims to develop an ICT platform (Information and Communication Technology) based on EGNOS-Galileo positioning services to facilitate transportation user users that operate along in a Mediterranean multi-modal chain.
<b>PROMIT</b> (new EUTP)	PROMIT's strategic objective is to improve and implement intermodal transportation technology and its procedures; PROMIT aims to support the promotion of intermodal logistics and the modal shift of transportation by creating methods of information based on innovation, best practices, opportunities for intermodal transport for potential users, politicians and researchers.
<b>MENTORE</b>	In accordance with existing regulations, demands of freight companies and business targets, the project will define the best solutions by means of GALILEO. The results of pilot services will show the social and commercial benefits prior to defining guidelines for the creation of regulations/European Directives.

## Extra-European projects

The Bologna Freight Village is one of the members of Inlog SpA, a company dedicated to develop an Italian industrial/logistics district in Tianjin, China. The other members of Inlog are the freight villages of Jesi, Livorno, Padua, Parma, Rivalta Scrivia and Verona.

## Interporto Bologna SpA

Interporto Bologna S.p.A., the company which builds, develops and runs the Freight Village, was set up in 1971. The Company's Social Stock is 13,743,928 euros, of which 52% comes from public bodies. Bologna Freight Village is the first one in Europe to be entirely fibre-optic cabled. All current and future buildings are connected by a telematic network managed by 9 servers and developed for a total of 7 km of fibre-optic cables. It is the first freight village in the world to be permanently on view through a webcam pointing at the main entrance.