



# Bologna Freight Village



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Bologna lies in the heart of an important economic area. It is crossed by 5 major rail routes and 4 motorways, and is a main national and European freight transportation hub. The city is situated on the North-South line of traffic, which carries 35% of goods going across Italy and 16% of the constantly increasing flows of continental traffic.

Bologna Freight Village lies at 12 km from the historical centre and is one of **Europe's major freight villages**, an integrated complex of logistics, railway and road infrastructures, ideally placed to distribute freight nationally and internationally. It covers an area of about 2,000,000 m<sup>2</sup>, 390,000 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 m<sup>2</sup> dedicated to rail transport. The Freight Village counts 100 national and international transport and logistics companies, a customs department, a service station with car and lorry cleaning facilities, a post office, a snack bar and a restaurant.

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Total freight traffic	3,580,564 tonnes
Total road traffic	2,280,000 tonnes
Total rail traffic	1,310,564 tonnes
Number of Trains	3,453
Intermodal terminal	130,000 m <sup>2</sup> - 10 tracks
Container terminal	147,000 m <sup>2</sup> - 5 tracks
Bulk terminal	51,330 m <sup>2</sup>
Containers and swap bodies loaded and unloaded	65,546 UTI





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## The development of the Freight Village

Plans are in place to expand the facility by a further 2,100,000 m<sup>2</sup>, with up to 1,000,000 m<sup>2</sup> 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 be prepared for new opportunities offered by high speed trains. The projects meet the demands of supporting the productive enterprises of the territory by expanding the range and increasing the quality of services and focusing on logistics. In order to achieve 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 adopted a range of measures in order to protect the environment. There are two photovoltaic installations. The first one was opened in 2007 and, with more than 1,000 solar panels with a power of 200 Wp or even more, it produces around 236 MWh yearly, for a total saving of 50 tonnes of oil. A second installation became operational in March 2009, with a power of 989 KWp it produces around 1,130 MWh yearly. Such initiatives testify the environmental awareness of Interporto Bologna and permitted the earning of the ISO14001 certification. In order to improve the quality of life inside the Freight Village as well as to achieve greater integration with the surrounding environment, over 30% of the total area is dedicated to green spaces. Furthermore, there are pieces of symbolic and artistic value in several visible places. More measures adopted in order to control the environmental impact and power consumption are reduction of the night-time lighting and the use of a sound-absorbent asphalt in the high-speed roads. Where it is possible, the Company prefers using manufacture materials alternatives to the locally-extracted ones, such as lithoid materials obtained from processing limestone and porphyry extracted during railway tunnel excavations, both coming from Trentino Alto Adige. Interporto Bologna also built a 300,000 cubic metre overflow reservoir for managing rainwater and to prevent flooding the surrounding countryside.

## European Projects

The Bologna Freight Village participates to several European projects connected with the improvement of freight transport management and environmental protection.

<b>AGORA</b>	The project's objective is to improve the management capabilities of intermodal terminals operated by the parties, increase their capacity by a couple of "soft" operational measures and thus contribute to a more effective intermodal transport in Europe by sharing the experiences and know-how among the parties.
<b>TIGER</b>	Interporto Bologna participates to this MARIPLAT subproject together with Sogemar, Italcontainer, RFI and Trenitalia Cargo. The aim of the project is to exploit at its best the potential of the transport of goods on the Adriatic Sea Rail corridor, decongesting the Tyrrhenian Rail line as well as Taranto and Gioia Tauro Ports, combining their traffic through the Ionic rail line towards Bari.
<b>HINTERPORT</b>	This project aims at establishing an interactive network of intermodality related stakeholders in order to capture available success stories from across Europe transport business cases; validate their applicability and viability and promote them through training/dissemination activities using innovative methods and ICT tools.
<b>SCUTUM</b>	The project wants to launch and pursue a concrete path supporting EGNOS services adoption in the transport of dangerous goods in Europe. SCUTUM is conceived to exploit the added value of EGNOS CS/EDAS for providing "guaranteed positioning" services. The project rationale is to follow-up the actions identified in MENTORE enabling the evolution of EGNOS use from prototype to large adoption. SCUTUM will become a commercial initiative.

## National Projects

<b>SLIMPORT</b>	Interporto Bologna is responsible for the subproject SlimMove together with TSF. The SlimMove system is located in the first terrestrial mile straight afterwards the interchange between the sea and the dry land, and has the aim of managing efficiently both the node operations (port/freight village) and the ones related to the intermodal transport between nodes.
<b>VAN SHARING</b>	The aim of this project is the management of the urban distribution of goods within the Limited Traffic Zone in Bologna, using a virtual platforms that allows the optimization of loads and routes.

## 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 euro, 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.

