

Baltic– Adriatic Rail Freight Corridor 5

Last Mile Study - summary



The interest of the Last Mile study, which was carried out in 2018, was the **identification of the main infrastructure obstacles** at the joint between handover stations and terminals and **assessment of the basic problems** and the **infrastructure investments needs**.

The study was performed for three selected terminals representing the main types of biggest terminals existing on the lines of Baltic-Adriatic corridor, with the idea of inferring general problems and needs of terminals.

Following terminals were selected:

Sea harbour in Gdynia



Land terminal in Vienna



Sea harbour in Venice



Picture 1 – a) Sea harbour Gdynia; b) Land Terminal Vienna; c) Sea harbour Venice

- **Sea harbour in Gdynia (picture 1a)** is the second port in Poland taking into account transshipment, and the third as *per size*. It plays significant role in Transeuropean Transport Corridor network, linking Scandinavian countries with the Adriatic coast region and belongs to Baltic-Adriatic corridor. Its location makes the port an important transport link between the north and the south of Europe
- **Land terminal in Vienna (picture 1b)** - Freight Centrum Vienna East (Wien Süd) was opened on 5th December 2016 after 3 years of construction time. It can operate mixt loads, road and rail shipments. It is located in the south part of Wien Inzersdorf. Thanks to its central location on the cross of 3 rail freight corridors RFC Baltic-Adriatic, RFC Orient/East-Med and RFC Czech-Slovak/Rhine – Danube, it plays important international role in exports and imports of the goods. It is not only terminal but also very modern hub equipped with highly efficient equipment, including wide usage of the IT technology.
- **Sea harbour in Venice (picture 1c)** - Italy's 1st container port (without transshipment) in the Adriatic Sea. Port of Venice is a gate to the Europe due to its good location at the Adriatic Sea. It's a cross of 3. Rail freight corridors: RFC Scan-Med, RFC Mediterranean and RFC Baltic-Adriatic. Port of Venice is the European leader in the freight transport in general cargo and the first Italian Port of the Adriatic Sea in the transport of containers.

Results of the study

The results of the study and recommendations are as follows:

1. Based on the analysis in 3 terminals, it was recognised that there is **need of investments** in the ports (additional tracks, bridge on internal canal in the port of Venice, crane in terminal) and hand-over-stations (modernisation of access to the port of Gdynia).
2. **Construction of inland terminals** can **increase the share** of the rail transports in the total goods transports. The example is Vienna South Terminal, which is expected to increase the share of rail transports in Austria.
3. **Support of governments** in developing of the strategy of increase of the number of terminals. Construction of the modern transshipment terminal located outside of the city centrum has an added value for the citizens, due to decrease of the railway traffic in the centre of the city (less noise) and decrease of the trucks traffic in the centre of the city (pollution decrease).
4. It is recommended to find the best and the most efficient solution in **operations** (shunting activities) in terminals. An example of best practice is the Port of Venice, where it is the single operator (ERF) managing first and second shunting activities to the final possible connections.
5. **Improving transfer of information** between terminals – IMs – RUs.

6. It is necessary to solve **problems with land ownership** and **renting rules** inside of some ports.
7. **Preferential treatment for transport** of the intermodal goods, as ecologic mode of the transport should be considered, especially due to an increase of the external costs it gives benefits for society.
8. **Integration** of the railway and the port system should be more effective.
9. **Extension of tracks** to the terminals within the ports is needed.
10. Measures to **simplify and promote IT systems** of the procedures, in order to develop competitive intermodal services are needed Cooperation