

RAIL MED

A Project for Meda 2020

INTERPORTO REGIONALE DELLA PUGLIA

PROJECTS 2013

The intermodal hub , INTERPORTO REGIONALE DELLA PUGLIA, represents one of the most innovative intermodal systems in southern Italy. Of the 50 hectares of area involved, 90 thousand sq m of covered surface is used for logistic warehouses and management buildings.

Due to its strategic position, the INTERPORTO REGIONALE DELLA PUGLIA is considered to be the only logistics infrastructure in the Eastern Mediterranean area able to deal with freight traffic to and from the Balkan area and the Far-East. The above consideration is also in relation to the RO/PAX (Roll-on/roll-off Passengers) connections active between the Port of Bari and the countries crossed by the Trans European Corridor VIII (Bari-Varna), the Via Egnazia (road connection Igoumenitsa-Turkey), Greece. Another important factor is the closeness to the Port of Taranto, one of the main hubs of European transshipment.

The INTERPORTO REGIONALE DELLA PUGLIA project, as well as the additional projects described afterwards, establish a new strategic value in the context of the recent proposal of the European Commission to create the new Helsinki-Bari-La Valletta Corridor.

The INTERPORTO REGIONALE DELLA PUGLIA, whose feasibility study was developed in the early '90s, is included among the intermodal hubs established with the former Law 240/90 (law pertaining to for the National intermodal hub system). This law has provided for specific subsidies to be used for the creation of similar types of infrastructures within the National territory.

According to a nationwide announcement published in 1995, the INTERPORTO REGIONALE DELLA PUGLIA was classified first in a merit ranking for its strategic position on a local and International level (at less than 5 km from the Port, the airport and the highway), as well as for the particular functional articulation of the project and the logistics functions expected therein.

The INTERPORTO REGIONALE DELLA PUGLIA project, according to the National reference regulations, has been submitted to an environmental impact assessment procedure, which ended favorably with the issuance of the Decree VIA 5674/2000.

The INTERPORTO REGIONALE DELLA PUGLIA has been identified as a " GREAT INFRASTRUCTURAL PROJECT", according to the standard Community regulations on the use of European Funds for Regional Development (FESR).

The INTERPORTO REGIONALE DELLA PUGLIA presently offers high quality standard warehouses and offices to the logistics and transportation operators.

The warehouses (both rubber-rubber and rail-rubber types) are of various dimensions and are furnished with advanced equipment, such as sprinkler systems, fire detectors, structured wiring, audio/data and fiber optics transmission systems

The Interporto provides refrigerated warehousing and storage at an operating temperature of $-25^{\circ}/+4^{\circ}$ C .

Today, the INTERPORTO REGIONALE DELLA PUGLIA is an infrastructure that works in full swing and houses 40 companies that operate in the logistics and transportation industry. Many of these companies belong to important international brands, for a total of 900 workers employed. Every day about 1300 commercial vehicles, with national and international destinations, pass through the structure's gates and move about 1.000.000 tons of goods every year.

In order to promote rail freight transport, the Interporto also offers logistics operators the opportunity to use its intermodal terminal. The terminal includes 4 operative tracks for the formation of trains that can transport any kind of container and swap body toward national and International destinations. The terminal also offers a service area for container storage and specialized services (maintenance, etc).

The Interporto is a member of UIR, (a national association that unites all intermodal hubs) and EUROPLATFORMS. Furthermore, the Interporto represents Italy in the NETLIPSE network together with SEA (Milan airports association). NETLIPSE is a EU project, financed by the TEN-T program (Trans European Transport Network) and patronized by the Department of Transportation of Great Britain and the Ministry of Infrastructure of Holland. NETLIPSE is a network for the dissemination of knowledge on the management and organization of large infrastructure projects in Europe.

The Interporto will reach its complete efficiency at the end of the works expected for the next years. This once again confirms the strategic value of the initiative, which is supported by the EU, national and regional institutions, being that the same are co-financed for different programmatic tools, (European structural funds, such as P.O. FESR Puglia 2007-2013, P.O.N. "Reti e Mobilità" 2007-2013). The works include:

- An expansion of the total area of about 210.000 sq m, of which 80.000 are covered, next to the "Scalo (Terminal) Ferruccio" area. This intervention responds to the original recommendations of the decree (DEC7VIA 56747/2000), that indicated, among the useful actions to be taken for environmental requirements, "the physical-functional integration with the existing terminal beyond its own requalification" . The physical-environmental requalification intervention of Scalo Ferruccio is co-financed (60%) by P.O. FESR Puglia 2007-2013 and has obtained the environmental authorizations from the Ministry of Environment. The implementation of the interventions is regulated, together with those of railroad infrastructurization described hereinafter, by a specific protocol of intentions, undersigned on 10/10/2011, between the MINISTRY OF INFRASTRUCTURES AND TRANSPORTATION, PUGLIA REGION, RFI, FS LOGISTICS (owners of Scalo Ferruccio) and INTERPORTO REGIONALE DELLA PUGLIA S.p.a;

- The construction of a new station for freight trains with entry and exit tracks and with pick- up and delivery functions located north of the Interporto area. There will be 6 efficient tracks, each one more than 750 meters long in compliance with the new European standards. The aim is to make the movement operations to and from the intermodal systems more comfortable and efficient (these activities are currently carried out at the Scalo Lamasinata). The intermodal systems are formed by THE INTERPORTO REGIONALE DELLA PUGLIA, Scalo Pubblico (Public Terminal) and the A.S.I. of Bari. When works are completed, the property will be transferred to the RFI.
- Civil works and Scalo Pubblico armament: the intervention, in fulfillment of the protocol of intentions mentioned above, consists in the construction of a Public Terminal (ex D.P.C.M. 07/07/2009), of about 60.000 sq m with 4 operative tracks;
- The realization of the axis, according to PRG (PIANO REGOLATORE GENERALE - Strategic Plan), between the Industrial Development Area of Bari, the INTERPORTO DELLA PUGLIA and the S.S. 16 (state highway). The project is structured in the following functional phases and funding timelines:
 - 1st Excerpt: the project has been already subsidized by Regione Puglia with the P.O. FESR Puglia 2007-2013 resources. The call for competitive bids has been made and works are to be appointed.
 - 2nd Excerpt: The project is included in the Intesa Generale Quadro (Agreement) between MIT (Ministry of Infrastructures and Transportation) and Regione Puglia and will be funded by the P.O.N. "Reti e Mobilità 2007-2013 (European Structural Funds) resources.

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We like to thank DR. David Degennaro Chairman of the board of Directors for the authorization of issuing this article complete with drawings, photos and videos.

ATTACHMENTS

- 1) Chorography;
- 2) Photogrammetric survey;
- 3) Plan currently;
- 4) Plan of arming device;