



D.T1.4.2 - PRIORITY LIST OF ACTIONS & COST ESTIMATION

Work paper

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1) Introduction

Over the last few years, the railway traffic of the port of Trieste has increased significantly. The existing railway infrastructures are able to support such an increase, with bottlenecks hindering greater traffic capacity and efficiency.

2) Priority list of actions

Action	Priority area	Challenges/ results, impact of action	Priority level	Area/level	Timeframe (start of action)	Estimated costs	Potential indicators to measure the success of the action	Responsible entity
Upgrade of the Campo Marzio station	Transport infrastructure	The action will upgrade the main railway station serving the port of Trieste, allowing 750m-long trains	high(H)	port	Short term – S (in 1-2 years)	69.200.000	Capacity increase by 20 %	port authority
Reactivation of the railway siding linking the Aquilinia station with the “ex-Wartsila” and “ex-Aquila” areas	Transport infrastructure	The action will allow the reopening of a railway track serving free port areas	high(H)	port	Short term – S (in 1-2 years)	7.800.000	Capacity increase by 100 % (the line has not been active for a long period)	port authority
Reactivation of the railway siding linking Aquilinia and Muggia stations	Transport infrastructure	The action will allow the reopening of a railway track serving the port area on the “industrial channel”	high(H)	port	Short term – S (in 1-2 years)	9.000.000	Capacity increase by 100 % (the line has not been active for a long period)	port authority



Construction of new railway gates	Transport infrastructure	This action will be able to monitor and streamline entry/exit of trains to/from the national railway line	Medium (M)	port	Short term – S (in 1-2 years)	3.500.000	Shorter travel time by 10%	port authority
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3) Process, responsibilities and lessons learnt

Please provide answers to the following questions concerning planning and implementation of selected priority actions:

1) Which organisations/stakeholders were consulted in the selection of priorities? What were their priorities and how were they involved?

The main stakeholders involved were the national infrastructure manager (RFI S.p.A.) and terminal operators, through virtual meetings and ad-hoc calls.

2) Who will ensure that the priority list will be followed up when investment decisions are taken and how (referring to responsible entities in the list of actions table)?

The interventions included in the table here have already been approved and most of them are fully financed.

3) What lessons were learnt when the priority list was selected/negotiated?

To have a bigger picture of the railway infrastructures, including those that had been inactive for a long time, instead of the construction of new ones.

4) Which constraints are expected in its realization?

Timeframe related to public tenders

4) Conclusion

These actions will greatly support the modal shift from road to rail of the traffic flows originated in / directed to the Port of Trieste, which aims to reach 25,000 trains in the next few years.