



**INTERPORTO
PADOVA** SPA
logistic intermodal platform

**Advanced
platform for
sustainable
logistics**





INTERPORTO

PADOVA

Interporto Padova is Node Core of the Trans-European Transport Network (TEN-T), and is the most advanced Italian intermodal platform available to the European logistic operators.

It manages the largest owned area among Italian dry ports, about **1.1M sqm**, destined to logistics and intermodality.

It is an integrated system equipped with advanced '**green logistics**' services capable to offer tailor-made solutions based on the real needs of the companies.

Interporto Padova is a limited company (with mixed capital, both public and private) established on 6 June 1973, thanks to the vision and will of four founding members: Chamber of Commerce of Padua, Municipality of Padua, Province of Padua, and the State Railways.

2M sqm
total logistics
area



Intermodality

Efficiency and respect for the environment

From the terminal in Padua, block trains provide regular connections with:

- Italian ports and terminals: Genoa M.ma and Voltri, La Spezia, Leghorn, Trieste, Bari and Inland ports: Busto Arsizio (Mi), Melzo (Mi), Incoronata (FG) e Cervignano (UD)
- Central and northern European terminals: Cologne, Geleen, Rotterdam, Duisburg and Gliwice



Terminal facilities

Interporto Padova is the most advanced inland terminal in Italy. It has a dedicated **rail and terminal infrastructure area of over 520K sqm**, all directly managed.

The overall area consists in the large terminal, owned by Interporto Padova, the Mercitalia Logistics Terminal (70K sqm) and the RFI freight station (21 railway tracks), both managed by Interporto Padova.

The terminal includes a modern system of automated gates. For road vehicles, the automatic recognition of loading units is provided, thanks to **5 gate-ins, and 3 gate-outs**. At the same time **2 rail portals** ensure the automatic recognition of incoming and outgoing wagons for all loading and unloading tracks.

The intermodal area has a total of **18 loading and unloading tracks**: 10 of them up to 750mt long, 8 of them served by **6 electric gantry cranes (RMG)** suitable for handling of all types of cargo units (storage height up to the 4th position).

The technical equipment also includes **8 reach stackers for full units, 7 trolleys for empty units** (up to 7th position), **3 port trailers, 1 locotractor, and 3 VGM weighbridges**.

The terminal has a large **custom area** (AEO certified) that also allows the storage of goods.

Interporto Padova has developed an in-house advanced management software capable to handle all terminal services (TOS, Terminal Operation System).

A **Planning Room** and a **ROS Room** (Remote Operation System) are dedicated to real-time management of operations. From these it is possible to manage the terminal through the algorithms of the TOS system.



Services

At the terminal in Padua, the main operators are MTOs (Multimodal Transport Operators), the major shipping and leasing companies, and the railway companies present in the European market. The attractiveness of this terminal is determined by a broad range of services, including:

- **Handling of intermodal cargo units** (containers, semi-trailers and swap bodies)
- **Pre-trip inspection, storage, maintenance, and repair** of intermodal cargo
- **VGM Weighing**
- **Customs Fast Corridor services** (equipped with large temporary storage area) with major Italian ports
- **Train management** for the movement of freight convoys arriving and departing at the 'Padova Interporto RFI' station
- **Maintenance and repair for semi-trailers** in the dry port area
- **Management and parking** of chilled containers
- **Handling and parking** of refrigerated containers
- **Repair of railway wagons** with dedicated facilities
- **Sale and rental** of new and used containers
- **Loading and unloading** of conventional cargo units



Automatic System

The **automatic system at the entrance and at the exit**, for road and railway cargo, allows to drastically decrease the waiting time, guaranteeing an extremely competitive stay in the terminal.

The handling of portal cranes is managed in complete autonomy from the **Ros Room** through the remote control.






Logistic facilities

Interporto Padova leases buildings designed according to the specific needs of logistics and transport companies.

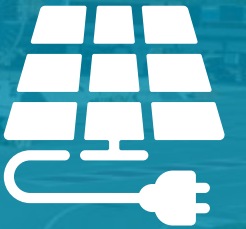
It owns **1.1M sqm of net land area**, on which has created approximately **300K sqm of warehouses and offices**, some of them equipped with **temperature-control cells** (up to -20°C).

In addition to the intermodal terminal, Interporto Padova has built yards for **parking and service areas for heavy vehicles and trucks**.

The warehouses are equipped with large manoeuvring and parking of vehicles, loading ramps, and fire prevention systems, with heights suitable for modern logistics.

The location close to the city but directly connected to the motorways and ring roads, makes the entire logistics area strategic for the needs of forwarders and couriers.

300K sqm
covered warehouses
and offices



13 MWp Green energy with photovoltaic system

On the roofs of the warehouses there is one of the **largest roof-mounted photovoltaic systems** in Italy, with a capacity of 12.3MWp. This system has an annual production of energy equal to the consumption of 5K households.

Moreover, Interporto Padova has made an **innovative 700KW photovoltaic system** and is developing an **energy storage system** dedicated to the terminal activities, which will allow the **power supply of the gantry cranes on a continuous cycle**.



**CITYPORTO
PADOVA**
urban green deliveries

Cityporto is the urban distribution service with low environmental impact, designed and managed by Interporto Padova since 2004, thanks to a protocol agreement with local public authorities (Municipality, Province, and Chamber of Commerce of Padua).

Cityporto uses **low impact emission vehicles** (CNG-fuelled or electric vehicles) and consolidate the deliveries from different operators, thus reducing the traffic of vehicles in urban areas.

As of today there are more than 50 operators using the service, finding it more advantageous than self-delivery. **Cityporto** has become a benchmark at European level: **it rationalizes the urban logistics, reduces the number of freight vehicles entering the city, makes the deliveries easier** for the operators, and **guarantees them a high quality of service without increasing costs**. At the same time, it **reduces the pollutant emissions** and urban congestion, with a **benefit for the entire city**.





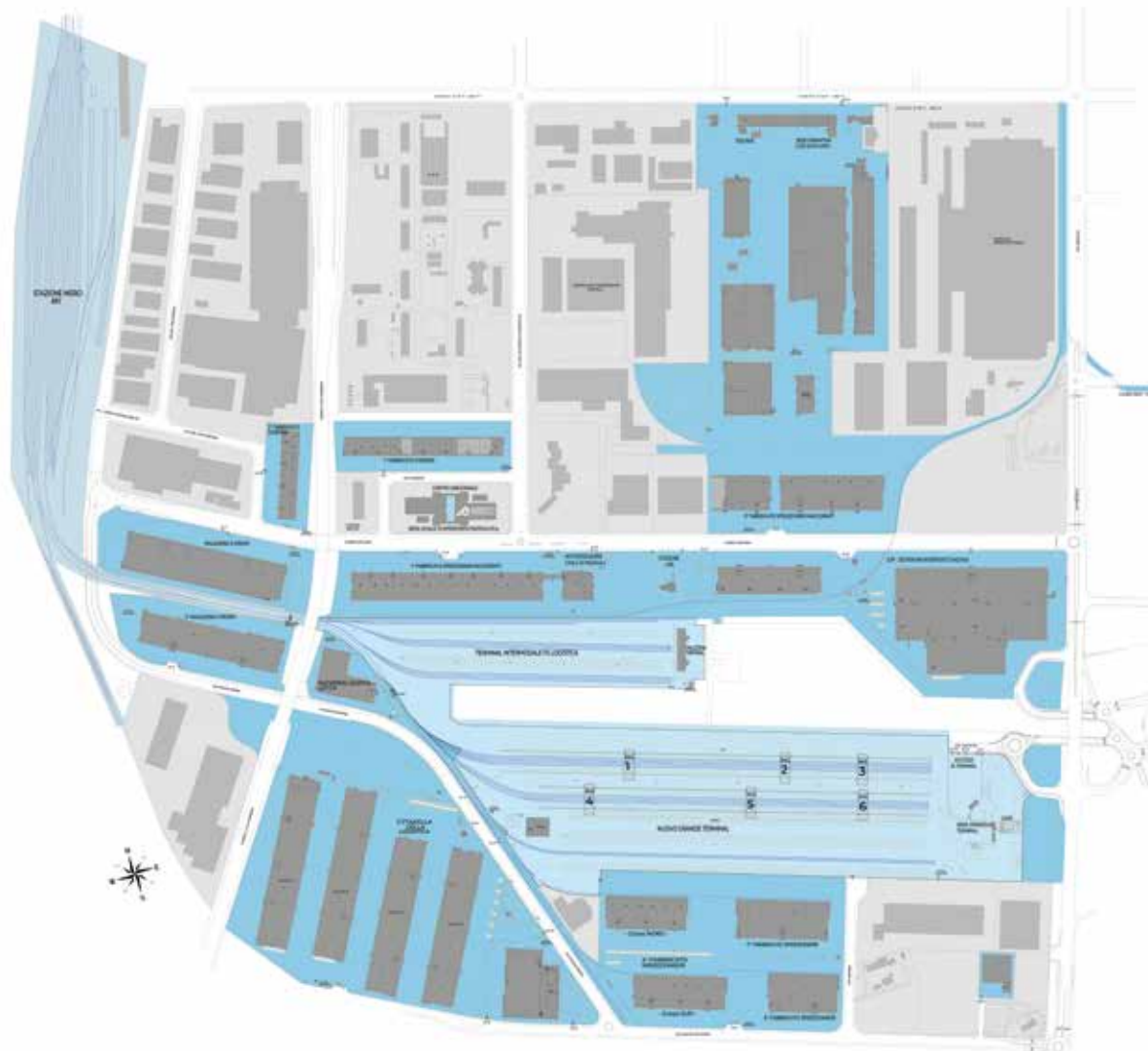
2M sqm
total logistics area

1.1M sqm
owned area

300K sqm
covered warehouses and offices

520K sqm
rail infrastructures and terminal
facilities managed in-house

300K sqm
owned area for intermodal
and terminal operations



Ancillary services

Interporto Padova is a real
'Logistics District' where operators
can find solutions to every need.

The following services are available
in the area:

- Custom district offices
- Bureau of Motor Vehicle Offices
- LNG and gas station for trucks and heavy vehicles
- Chamber of commerce
- Post office
- Other personal and vehicle services (bars, restaurants, hotels, bank counters, petrol stations, and workshops)



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PADOVA SPA**
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