

ENGLISH VERSION

*A new intermodal service between Venice and Lübeck*

**CONNECTING SOUTHERN ITALY & GREECE WITH SCANDINAVIA, THE BALTIC STATES AND RUSSIA BY INTERMODAL LAND BRIDGE BETWEEN THE PORTS OF VENICE & LÜBECK**

*An agreement has been signed to strengthen the SCANMED corridor by connecting the North European markets with southern Italy & Greece*

Venice 4<sup>th</sup> August 2016 - The Venice Port Authority has signed an agreement with the Lübecker Hafengesellschaft (LHG) and the Grimaldi Group for the creation of an intermodal connection (ship + train + ship) via the ports of Venice and Lübeck to connect the Adriatic & the Baltic Seas, meaning Sweden, Finland and Russia with southern Italy and Greece. The joint goal of the involved parties is an ideal connection by daily train departures in both directions to the several ferry arrivals and departures in the ports.

Freight will be transported onboard Grimaldi ro/ro vessels linking three times a week the port of Patras (Greece) with Venice, where it will be loaded on/off a direct train to the port of Lübeck in northern Germany, acting as a gate to the Baltic Sea Region (BSR). From there, freight will be shipped through ferry connections to/from the Scandinavian countries, the Baltic States and Russia.

The port of Lübeck is indeed the 4th biggest European hub for ferry & ro/ro traffic with four terminals, 18 dedicated berths to this particular traffic and over 21 million tons of goods or more than 700.000 trailers handled to (and from) northern Europe per annum. Due to its perfect natural geographical position as most south-western port in the Baltic Sea combined with its leading role and competence in intermodal hinterland traffic of the German Baltic Sea ports, Lübeck fulfills all relevant criteria perfectly to be a reliable partner in that approach.

Furthermore this project takes advantage of the fact that Venice is the Italian nearest and functional port to the goods coming through the Brenner pass and, together with existing connections throughout the Scandinavian - Mediterranean Corridor, bringing the goods as quick as possible to and from Scandinavia, the Baltic States and Russia vice versa.

Fulfilling the picture of advantages all involved parties are able to bring in into this project, the Grimaldi Group, through its subsidiary Finnlines, can assure via Lübeck 38 weekly departures to/from Sweden as well as 17/from Finland, and two/from Russia.

The core approach of this project is the joint development of a new railway bridge between the two ports of Venice and Lübeck, foreseen with 2 to 6 weekly trains with 30 containers or trailers each that will connect both ports within 26-30 hours. This is a new "green" and fast approach connecting the port of Venice to its European hinterland by rail, in addition to the intermodal service already launched in November 2015 between Venice and Frankfurt (via Brenner), which successfully doubled its volume already in a short time and allows the transport, in just three days, of goods coming by sea from southern Italy or Greece to Germany and vice versa.

The Port of Venice is continuing its "railroad cure" that is scoring record numbers: +31% of railroad services in the first six months of 2016. A result obtained thanks to the investment of the Venice Port Authority in the expansion of the Marghera Scalo railway terminal and the doubling of the track in support of the new Motorways of the Sea Terminal.

The relaunch of rail transport will be assured by other expected investments like the electrification of the second inbound track to the Venice-Mestre train station; the creation of a new direct connection between Fusina and the Venice-Milan line, to bypass the node of Mestre; and a dedicated rail park to serve both the new container terminal and the distripark in the ex-Montefibre area.

With more than 200 km of internal rail network, as well as its own freight yard (Marghera Scalo), the Port of Venice can expand its catchment area reaching further markets, those already efficiently served by truck within the range of 150 kilometers.

Finally also the port of Lübeck is following its core strategy with this project which further develops intermodal hinterland possibilities for the market and therefore strengthen the SCANMED corridor by ideal intermodal connections with perfect lead times and high quality services along the whole chain between northern & southern Europe in the interest of the trans-European traffic flows and its market players within.

Per informazioni  
Ufficio Stampa Autorità Portuale di Venezia  
**Community - Strategic Communications Advisers**  
Giovanna Benvenuti [giovanna.benvenuti@communitygroup.it](mailto:giovanna.benvenuti@communitygroup.it) M. 346 9702981