

Dry Port Villach

THE WAY TO A MODERN FREIGHT
TRANSPORT AND LOGISTICS
LOCATION IN CARINTHIA



The project Dry Port Villach: A port in Austria's interior

Dry Port Villach is an infrastructure project that aims at strengthening and developing the collaboration between the terminus at Villach South and the Adriatic ports. The rail network and terminal capacities available at the port in Trieste and at the terminal in Villach should additionally be utilised to optimum capacity by means of intelligent networking. This will enable both economic regions to grow together and increase the volume of freight transported by rail.

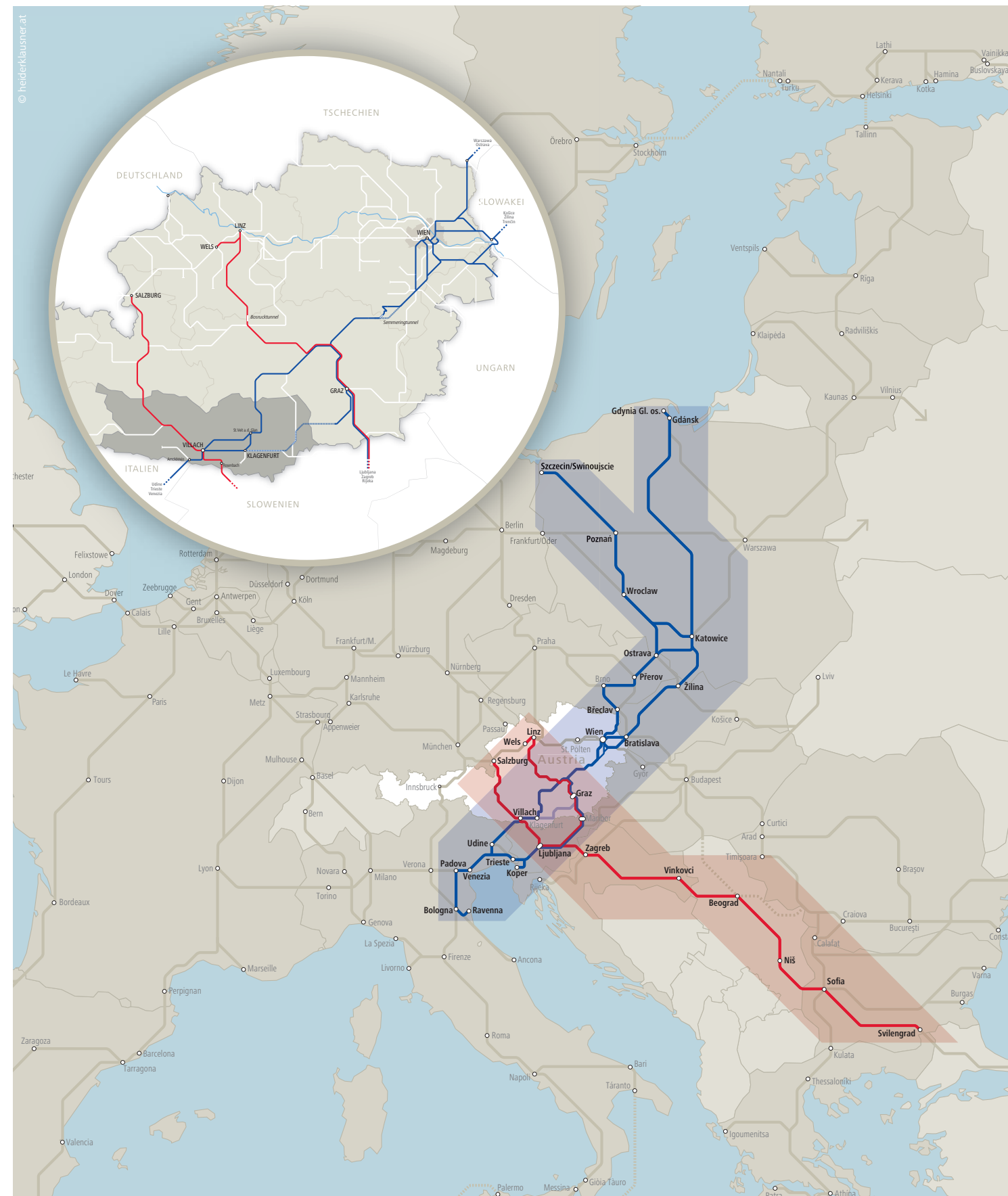
A "dry port" is an inland terminal with an efficient rail link to a sea port, for which it acts as a distribution and bundling node.

Dry Port Villach – a modern freight transport and logistics location

Villach is soon to become a city on the Adriatic – at least when it comes to freight transport. At the heart of the ÖBB-Infrastruktur AG project at the Villach South terminal location is the construction of a customs corridor between Villach-Fürnitz and the Port of Trieste. This will make Dry Port Villach a fully fledged branch of the Port of Trieste. It will thus be possible to complete customs activities for imports and exports at Dry Port Villach.

For customers, the inland port means time savings and an increase in transport quality. Waiting times at customs in Trieste will be eliminated, through trains equipped with state-of-the-art wagons and transit times shortened. For Villach, this means a considerable internationalisation and business expansion, as well as many new development opportunities for the economic region of Carinthia as a whole.

After completing clearance formalities in Villach, the containers can be taken straight to the ship without having to make further stops en route.



The best location in Europe

Environmentally friendly European rail freight corridors are the future – and Villach has arrived at the centre of freight flows along the Baltic-Adriatic corridor (the future Koralm railway forms

part of this) and the Alpine-Western Balkans corridor through the partnership with the Adriatic ports. Dry Port Villach is situated at the convergence of Austria, Italy and Slovenia, in the immediate

vicinity of Villach, the second-largest economic region in Carinthia. The A2 and A11 motorways are just a few kilometres away.



The team at the terminal in Villach-Fürnitz is highly motivated to continue developing the location.



The Villach South terminal en route to the Dry Port

Participation in the location development company Logistik Center Austria Süd GmbH (LCA)

In an initial step, ÖBB-Infrastruktur AG took a 50 % stake in the location development company Logistik Center Austria Süd GmbH. The joint venture, which the province of Carinthia also has a 50 % holding in through Kärntner Beteiligungsverwaltung, is pursuing the goals of promoting the location and the region in terms of logistics, supporting established companies at the location and obtaining new customers with an affinity for the railways.

Creation of a railway hub in Villach

On the Villach-Trieste transport axis, the expected volume of rail transport should be directed to the European hinterland along the two TEN corridors. The holding in LCA, together with the intention to make the location more attractive through ÖBB Infrastruktur investments in the existing and future terminal facilities, should form the basis for Villach to become the leading hub for rail freight transport in the Alp-Adriatic region.

Establishment of a customs corridor

Creating a customs corridor increases the attractiveness of the location for handling, storage and packing.

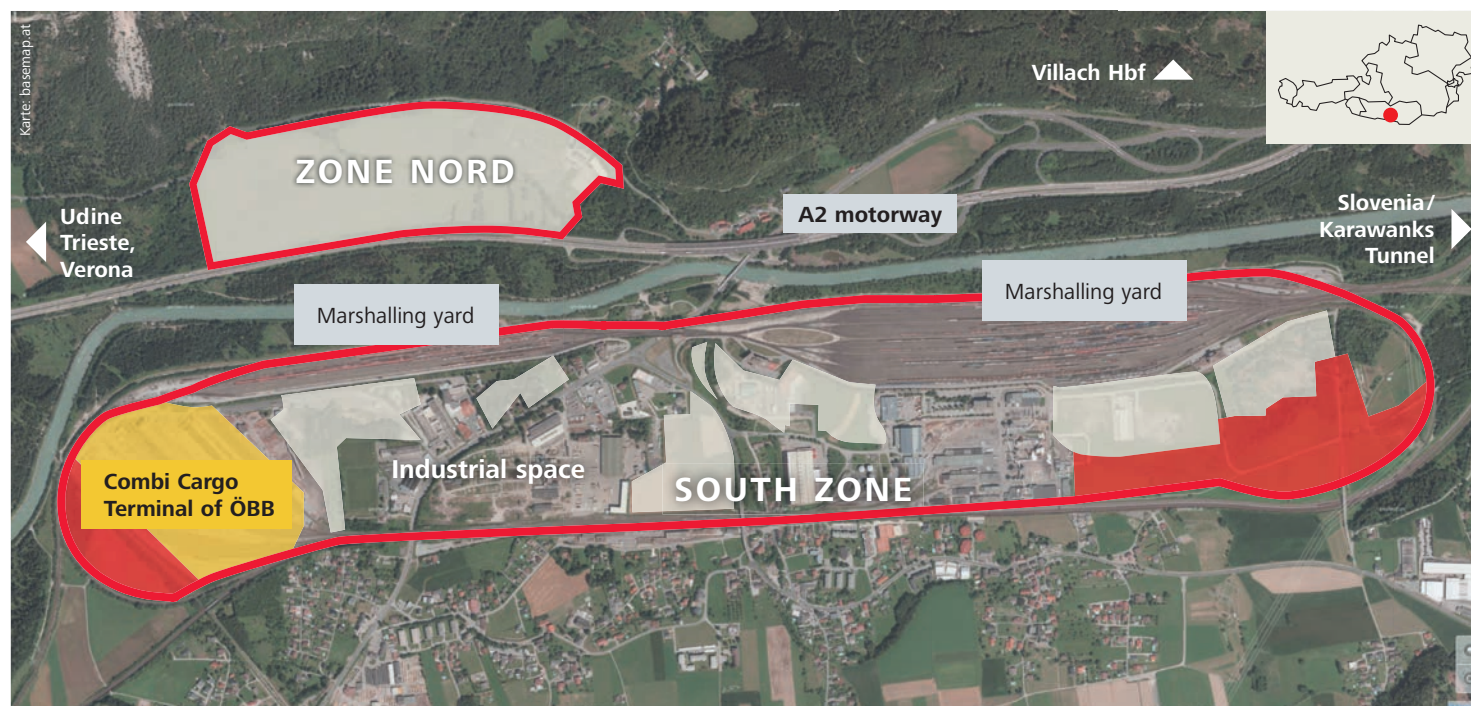
Improved border management

Capacity at the border station in Tarvisio is currently insufficient for handling the growing number of freight trains. Together with the Italian infrastructure operator Rete Ferroviaria Italiana (RFI) and the Port of Trieste, solutions are being worked on to improve procedural efficiency.

Internationalisation of Dry Port Villach

The terminal location of Villach-Fürnitz used to have a strongly regional character. With Dry Port Villach, the location should also gain in importance beyond the country's borders through the involvement of international partners.

ÖBB Infrastruktur, the province of Carinthia and the municipalities are pulling together on the Dry Port (heavily simplified presentation!)



Cooperation with the Adriatic ports



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The ports in Trieste (Italy) and Koper (Slovenia) rank amongst Europe's largest sea ports and have developed into providers of global logistics services for the countries of Central and Eastern Europe. They operate on the basis of reliable port systems that are equipped with state-of-the-art handling, transport and storage technology."

Thanks to their favourable location on the Baltic-Adriatic corridor and on the Alpine-Western Balkans corridor, the Adriatic ports offer favourable structural conditions for environmentally friendly freight traffic. The commissioning of the Koralm railway at the end of 2025 and the Semmering Tunnel from 2028 supports development, which offers enormous opportunities for the ÖBB Group.

CONTAINER HANDLING / TRIESTE SEA PORT 2019

Total handling of container freight in 2019

- **789,594 TEU in total**
- 485,228 TEU hinterland exports
- 304,366 TEU transshipment
- **+ 9 % containers** (2018: 725,000 TEU)

Container transport by rail in 2019

- 3,766 container trains/year (2018: + 17.7 %)

Source: <https://www.porto.trieste.it/eng/statistics/stats-year-2019/railway-statistics-2019>

CAPACITY EXPANSION THROUGH TRIESTE PORT UPGRADE

- **1.2 million t (2018) → 2.0 million t (2025)**
- **200 ha port area after upgrade**
- **Total investment EUR 1 billion**
- **25,000 trains/year** ((2019: 9,000))



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The advantages for the location and the Carinthian economy

1. Advantage: Capacity utilisation and investment

The Villach-Fürnitz terminal still has sufficient free capacity. But it also needs investment to modernise the infrastructure at the location.

Through an economic partnership with the Port of Trieste, the points are set for the development of the location into a modern rail-friendly logistics location. The goal is to gradually shift transport from road to rail.

2. Advantage: Customs corridor to improve competitiveness

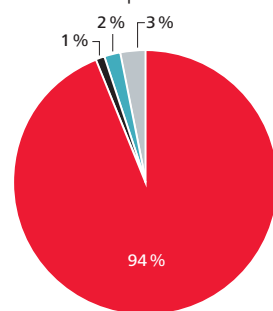
By creating a customs corridor and improving border management systems, import and export formalities can be completed more efficiently on site in Fürnitz.

In Trieste, the containers are loaded directly from the ship onto the first available train and transported to Dry Port Villach, where the customs checks are also performed.

3. Advantage: Additional operational facilities and new jobs

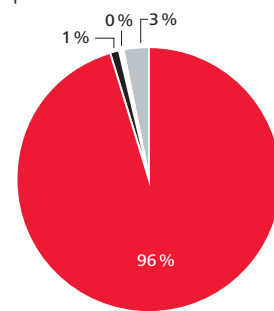
Due to its strategically important location, Dry Port Villach will become the most important hub between the ports in the upper Adriatic and the countries along the Baltic-Adriatic corridor as well as corridor 10. This will improve logistics procedures and the intermodal transport of goods by water and rail will be simplified. The establishment of rail-friendly international companies at the location will also create new jobs in the region.

Inbound to Austria | Port of Trieste dispatch Triest



• Tarvisio Boscoverde • Brennero/Brenner
• Jesenice • Not assignable

Outbound from Austria | Reception at Port of Trieste Triest



• Tarvisio Boscoverde • Brennero/Brenner
• Jesenice • Not assignable

The Port of Trieste has become an important partner for the Austrian economy in recent years. Source and destination traffic: Inbound & Outbound Austria Transports Port of Trieste nett tonnes (2019)

The entire Carinthian economy is profiting from Dry Port Villach.



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Customers are profiting

For customers, Dry Port Villach represents a clear improvement in the transport chain. Apart from accelerating procedures and saving on costs, it is also the additional services that make Dry Port Villach of interest to the transport and shipping industry.

- An improved customs situation in Villach and no waiting times at customs in Trieste speed up the transport chain.
- Storage in Trieste is eliminated.
- The use of the assets (wagons and ITE) is optimised.
- Container repair is an additional offer at the Villach location.
- The stuffing of export containers will become part of the terminal's offer.
- An optimisation of the wagon train length (max. 500 m Villach to Trieste/forwarding from Villach up to 700 m (approx. +6 wagons).

Climate-friendly and quiet transport

The synergy of the rail and logistics services provided at the location will result in a significant shifting of transport from road to rail.

Transporting freight by rail is 21 times better for the climate than by HGV. Alongside the considerable reduction in carbon emissions, rail freight transport also contributes to a reduction in fine particulates and to greater safety along the transport routes.

At total of 62 million tonnes of goods were handled in Trieste in 2019. As the rail connection has been made much more attractive, this year saw 10,000 trains depart from the port, which means 200,000 fewer HGVs on the roads.

To ensure effective noise protection, noise remediation measures were carried out in the area of the Villach South terminal and on the approach routes, and supporting reinvestments made.

FACTS / FIGURES ON DRY PORT VILLACH

Port of Trieste

- Container handling 2019: approx. 700,000 TU (utilisation: 75 %)
- Planned investments: EUR 1 billion
- Capacity: Expansion of capacity from 1.2 million t (2018) to 2.0 million t of cargo handling. 200 ha of port area will be available after the upgrade.
- Trains: 2019: 13,000 trains, from 2023: 25,000 trains p.a.
- Share in mode of transport: 50 % rail, 50 % road

Combi Cargo Terminal Villach

- Terminal handling capacity: 60,000 ITE (current utilisation: around 60 %)
- Total area: 25,000 m²
- Target: Terminal handling capacity: Total 100,000 ITE (of which 60,000 ITE Dry Port = approx. 2 round trips daily)



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We are here for you:

ÖBB-Infrastruktur AG

project management

Julia Feinig-Freunschlag, MAS
1020 Vienna, Am Praterstern 3
julia.feinig-freunschlag@oebb.at

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